2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

CEQA Section 21100(b)(2)(A) and *CEQA Guidelines* Sections 15126(b) and 15126.2(b) require that an EIR analyze the significant adverse environmental impacts that cannot be avoided if the proposed project is implemented. Significant impacts, which are those impacts that can be partially mitigated but not reduced to a level that is less than significant, are discussed in this section of the EIR. For all impacts that occur that cannot be alleviated without imposing an alternative design, the implications and reasons as to why the project is being proposed, notwithstanding their effect (significant environmental effects that can be mitigated), are described. Significant impacts that can be mitigated are discussed in Chapter 3.

2.1 Traffic and Circulation

A traffic impact analysis was prepared by Linscott, Law and Greenspan Engineers (LL&G) for the Peaceful Valley Ranch project to assess potential traffic and circulation impacts resulting from the proposed development. The report is included as Appendix B of this EIR.

The traffic and circulation discussion is included in this EIR document to reflect traffic conditions and traffic analysis requirements. The County of San Diego (County) requires a traffic impact analysis for any proposed development project that has the potential to impact traffic within the surrounding area. The purpose of the traffic study is to evaluate development of Peaceful Valley Ranch from a traffic circulation standpoint. The evaluation considers impacts on local roadways, intersections, regional facilities and ingress/egress locations on-site. Mitigation measures are recommended to avoid or lessen significant impacts. Four traffic scenarios are analyzed in this section and are identified as follows:

Existing Conditions are conditions that exist on the ground today, including existing traffic counts and existing lane configurations at intersections and on roadway segments.

Existing Plus Project Conditions is the project traffic volume added onto existing traffic volumes. Analysis is first conducted using the existing street configurations, and mitigation/road improvements are added if required.

Near-Term Cumulative Without-Project Conditions is the traffic from approved and pending projects in the sphere of influence of the study area plus the existing traffic volumes, but without the project being implemented.

Near-Term Cumulative With Project Conditions is the traffic from approved and pending projects in the study area, plus the project-generated traffic, plus the existing traffic volumes. This scenario shows the impact with the project. Analysis is first conducted using the existing street configurations, and mitigation/road improvements are incorporated if required.

2.1.1 Existing Conditions

Proposed Project

As discussed in Chapter 1 (Project Description) and later in Section 4.1.1 (Land Use and Community Character), the project includes a General Plan Amendment (GPA) and rezone to amend the existing land use designation of the eastern 152.4-acres of the 181.31-acre

property from (18) Multiple Rural Use (1 du/4, 8, 20 ac) with an A72(8) General Agriculture zone, to the (17) Estate Residential (1 du/2, 4ac) designation with an A72(2) General Agriculture zone. The GPA request also seeks removal of a segment of a County General Plan Circulation Element Road, SC 760, a portion of which is currently aligned through the project site. SC 760 is a planned two-lane Light Collector Road. The segment of SC 760 proposed for removal with the project extends from State Route (SR-94) north to Olive Vista Drive; refer to Figure 2.1-1. The project does not propose to delete SC 760 from the County Circulation Element between Lyons Valley Road and Olive Vista Drive; refer to Figure 2.1-2. The traffic study includes an analysis of the potential impacts resulting from the proposed removal of the SC 760 segment from the Circulation Element. Although the proposed project includes the addition of 46 single-family dwelling units, the traffic study includes the existing home in the analysis to provide for a more conservative analysis.

Existing Roadway Characteristics

The following is a brief description of the existing roadway system in the project area. Figure 2.1-3 shows the existing conditions.

SR-94 is a state highway. The road is also classified as a Prime Arterial north of Melody Road and as a Major Roadway south of Melody Road on the County Circulation Element. SR-94 is currently constructed as a two-lane undivided roadway providing one lane of travel per direction with a posted speed limit of 50 miles per hour (mph). Bike lanes are currently not provided; however, SR-94 is part of the County Bicycle Network System. Curbside parking is prohibited along both sides of the roadway and bus stops are provided intermittently along the roadway. SR-94 is approximately 26 feet wide, with shoulders generally varying from two to four feet in the project area.

SC 760 is a planned 2-lane Light Collector Road per the County's Circulation Element. SC 760 runs north-south from Lyons Valley Road to Otay Lakes Road. A 60-foot right-of-way (ROW) is required to be dedicated for the road corridor. A route location study for SC 760 was prepared, with a proposed alignment from Otay Lakes Road north to Olive Vista Drive. This current alignment traverses through the eastern-central portion of the PVR project site. No portion of SC 760 has been improved. The deletion of SC 760 from SR-94 north to Olive Vista Drive is sought as part of the GPA request proposed with the Peaceful Valley Ranch project.

Steele Canyon Road is classified as a Collector Road on the County Circulation Element. Steele Canyon Road is currently constructed as a two-lane undivided roadway, and is 45 feet wide with no shoulders provided. The road provides one travel lane in the north direction and one travel lane in the south direction and is signalized at SR-94. The posted speed limit on Steele Canyon Road is 45 mph.

Lyons Valley Road is a two-lane undivided roadway. The roadway is classified as a Collector west of its intersection with Skyline Truck Trail (SA 390) and as a Light Collector east of SA 390. Bike lanes are provided and curbside parking is prohibited. Lyons Valley Road has a current roadway width of 35 feet, with no shoulders provided. The speed limit is posted at 45 mph.

Jefferson Road (SC 391) is a two-lane undivided roadway with a posted speed limit of 40 mph. The roadway is classified as a Collector. Currently, Jefferson Road has a roadway width of 30 feet, with no shoulders provided.

Melody Road is an unclassified roadway within the County. Melody Road is currently constructed as a two-lane undivided roadway, providing one lane of travel per direction. No bike lanes or bus stops are provided, and curbside parking is prohibited. At the time the traffic analysis was prepared, no speed limit was posted, and therefore the prima facie speed limit is 25 mph. Currently, Melody Road has a roadway width of 40 feet, with no shoulders provided.

Peaceful Valley Ranch Road is an unclassified roadway within the County. Peaceful Valley Ranch Road is currently constructed as a two-lane undivided roadway providing one lane of travel per direction. This road is located approximately 500 feet to the south of the existing SR-94/Melody Road intersection. Peaceful Valley Ranch Road would be relocated to the SR-94/Melody Road intersection point of access with implementation of the project or the fire station development, and its current alignment would be converted to an emergency use, secondary access in a relocated location approximately 200 feet south of its current alignment. This secondary access would be controlled by the Rural Fire Protection District (RFPD). Peaceful Valley Ranch Road will at all times remain a private road.

Roadway Segment Daily Traffic

Existing average daily traffic (ADT) volumes and weekday intersection counts were obtained from the *Jamul Indian Village Traffic Study,* completed by Katz, Okitsu & Associates (KOA) in November 2002. The existing ADT volumes are shown in Table 2.1-1 and Figure 2.1-4.

Key Intersections

Weekday intersection counts were also obtained from the KOA report and were collected during the morning (AM) (7:00 AM to 9:00 AM) and afternoon (PM) (4:00 PM to 6:00 PM) peak hours in May 2002 at the following key intersections in the project area:

- SR-94 / Jamacha Road;
- SR-94 / Steele Canyon Road;
- SR-94 / Lyons Valley Road;
- SR-94 / Jefferson Road; and,
- SR-94 / Melody Road.

Intersection Traffic Counts

Figure 2.1-4 shows the existing ADT and AM/PM peak hour turning movement volumes at the key intersections. Appendix A of Appendix B contains the manual and roadway segment count sheets.

Existing Level of Service (LOS) Conditions

Level of Service

Level of Service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors, including roadway geometries, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. The LOS designation is defined differently for signalized and unsignalized intersections, as well as for roadway segments.

Signalized Intersections

The signalized intersections were analyzed under morning and afternoon peak-hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM),* with the assistance of the *Traffix* (version 7.5) computer software. The delay values (in seconds) were qualified with a corresponding intersection LOS. In addition, intersecting lane volume (ILV) analysis of signalized intersections along Caltrans roads were conducted per Caltrans methodologies; refer to Table 2.1-2. Appendix D of Appendix B contains the intersection operation analysis worksheets.

Unsignalized Intersections

The unsignalized intersections were analyzed under morning and afternoon peak-hour conditions. Average vehicle delay and LOS were determined based upon the procedures found in Chapter 17 of the *HCM,* with the assistance of the *Traffix* (version 7.5) computer software. Appendix D of Appendix B contains the unsignalized intersection calculation sheets.

Table 2.1-2 shows a summary of the existing operations at the key intersections in the project area. This table shows that the majority of the key intersections are currently operating at LOS C or better during both the AM and PM peak hours. One exception is the left-turn movement from westbound Lyons Valley Road to southbound SR-94 at the intersection of SR-94/Lyons Valley Road, which is calculated to currently operate at LOS F during both the AM and PM peak hours.

Intersection Lane Vehicles Analysis

The State-owned intersections (intersections along SR-94) were analyzed using the ILV methodology, as described in Chapter 400, Topic 406, of the California Department of Transportation *Highway Design Manual*. The ILV methodology is based on the concept that the capacity of intersecting lanes of traffic is 1,500 vehicles per hour. For the typical local street interchange, there is usually a critical intersection of a ramp and the crossroad that establishes the capacity of the interchange. Listed below are the values of ILV per hour (ILV/hr) for various traffic flow conditions; refer to Table 2.1-3.

- UNDER - ILV/hr < 1200: Stable flow with slight but acceptable delay. Occasional signal loading may develop. Mid-block operations are free.
- NEAR - ILV/hr 1200 – 1500: Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs at some approaches.
- OVER - ILV/hr >1500: Stop-and-go operation with severe delay and heavy congestion. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

Table 2.1-3 summarizes the existing ILV operations at the signalized intersections along SR-94 in the project area. As seen in Table 2.1-3, the SR-94/Jamacha Road intersection currently operates at near capacity in the AM and under capacity in the PM. The SR-94/Steele Canyon Road and SR-94/Jefferson Road intersections currently operate at under capacity in both the AM and PM peak hours.

Roadway Segments

Roadway segment analysis is based upon the comparison of daily traffic volumes (ADT) to the County's *Roadway Classification and Level of Service Table*. These tables provide segment capacities of different roadway classifications, based on traffic volumes and roadway characteristics. The *Roadway Classification and Level of Service Table* is attached in Appendix F of Appendix B.

Table 2.1-4 shows a summary of the existing roadway segment operations on SR-94 within the project vicinity. As shown on the table, SR-94 currently operates at LOS E and F on a daily basis for all segments from Jamacha Road to Melody Road.

Two-Lane Highway Analysis

The SR-94 segments were analyzed by determining the average speed and LOS in the peak direction during the AM and PM peak hours using the methodology outlined in Chapter 12 of the 2000 HCM as approved by Caltrans. This analysis is used in conjunction with the roadway segment analysis described above to analyze the two-lane sections of SR-94 in the project area. Table 2.1-5 summarizes the near-term two-lane highway analysis of SR-94 in the study area. Appendix G of Appendix B contains the two-lane highway analysis worksheets.

As seen in Table 2.1-5, all segments of SR-94 except one currently are operating at LOS D or better during both the AM and PM peak hours. The segment of SR-94 between Jamacha Road and Steele Canyon Road currently operates at LOS E during the AM and PM peak hours.

2.1.2 Guidelines for the Determination of Significance

The Public Facility Element of the County General Plan, together with relevant portions of CEQA Guidelines and the significance criteria used by the County of San Diego were used

as criteria for determining significant impacts. The Public Facilities Element provides the fundamental County standards for acceptable traffic Levels of Service (LOS), as follows:

A significant cumulative impact would occur if the project, in combination with reasonably foreseeable past, present, and future projects would either: (a) reduce the level of service to below LOS D on off-site and on-site abutting intersections or segments of Circulation Element roads, or (b) significantly impact congestion on such roads that are currently operating at a level of service of LOS E or F.

The County has prepared a document to provide guidance as to whether or not a project would significantly impact congestion under the above-described circumstances. In general, if project-only traffic impacts exceed the criteria given below, then the impacts are determined to be a direct significant impact. If the project, together with other cumulative projects, exceeds the criteria, then the impact is determined to be a cumulative significant impact. A list of cumulative projects considered for the cumulative traffic analysis is shown in Table 1-4. The following are the significance criteria used to determine significant traffic impacts:

Road Segments

	2-Lane Road	4- Lane Road	6- Lane Road
LOS E	200 ADT*	400 ADT*	600 ADT*
LOS F	100 ADT*	200 ADT*	300 ADT*

Intersections

	Signalized	Unsignalized
LOS D	-	20 peak hour trips on a critical movement
LOS E	Delay of 2 seconds*	20 peak hour trips on a critical movement*
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement*	5 peak hour trips on a critical movement*

* Significance threshold.

In addition, a significant impact would occur if, based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, it is found that the traffic generation, although less than the significant threshold specified above, would significantly impact the operations of the intersection.

In addition, for purposes of evaluating impacts in this EIR, a significant impact would occur if the proposed project would:

- Increase hazards due to design features (e.g., sharp curves or dangerous intersections, or inadequate emergency access); or,
- Result in inadequate parking capacity; or,
- Create a hazard or barrier for pedestrians and bicyclists; or,

- Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on the approval of Proposition 111 in 1990, regulations require the preparation, implementation and annual updating of a Congestion Management Program (CMP) in each of California's urbanized counties. In 1991, San Diego County adopted their initial CMP ordinances. One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. The process is undertaken by local agencies, project applicants and traffic consultants through a transportation impact report, which is usually conducted as part of the CEQA project review process. Authority for local land use decisions including project approvals and any required mitigation remains the responsibility of local jurisdictions.

The criteria for which a project is subject to the regulations as set forth in the CMP are determined by the trip generation potential for the project. Currently, the threshold is 2,400 average daily trips (ADT) or 200 peak hour trips. The proposed Peaceful Valley Ranch project would generate 750 average daily trips, 43 inbound / 46 outbound trips during the AM peak hour, and 56 inbound / 46 outbound trips during the PM peak hour, and is therefore, not subject to CMP guidelines for traffic impact studies.

Impacts to traffic and circulation are analyzed below according to topic. Mitigation measures at the end of this Section directly correspond with the identified impact.

2.1.3 Analysis of Project Effects and Determination of Significance

Existing Conditions Plus Project Traffic

Project Traffic

Trip Generation

Trip generation estimates for the residential portion of the development were calculated based on rates provided by the San Diego Council of Governments (SANDAG) in the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002. Project trips were calculated using the trip rate for single-family detached estate homes of 12.0 trips per dwelling unit. Trip generation for the equestrian facility and fire station were estimated because SANDAG rates were not available for them. Table 2.1-6 shows the total project is calculated to generate approximately 750 ADT, with 43 inbound and 46 outbound trips during the AM peak hour and 56 inbound and 46 outbound trips during the PM peak hour.

Project Trip Distribution and Trip Assignment

The generated project traffic was distributed and assigned to the roadway system based on project access, the characteristics of the roadway system, and the proximity of the project to employment, retail, and educational opportunities. The vast majority of project traffic is expected to be oriented to/from the north. The project distribution was completed assuming only the existing roadway network (i.e., no SC 760), which provides a worst-case distribution of traffic with the most limited roadway network. Project traffic was assigned to the surrounding circulation system based on the estimated distribution, and is illustrated in Figure 2.1-5.

Traffic Analysis

Daily segment and peak-hour intersection analysis was conducted for the existing-plus-project traffic scenario. Roadway segment analysis was based on the comparison of daily traffic volumes (ADT) to the County's *Roadway Classification and Level of Service Table*. These tables provide segment capacities of different roadway classifications, based on traffic volumes and roadway characteristics.

For the signalized intersections the average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM),* with assistance of the *Traffix* computer software. Delay values were qualified with a corresponding intersection LOS. For the unsignalized intersections, average vehicle delay and LOS were determined based on the procedures found in Chapter 17 of the *HCM,* with assistance of the *Traffix* computer software.

Intersections along SR-94 were analyzed using the ILV methodology, as described in Chapter 400, Topic 406, of the Department *Highway Design Manual*. The ILV methodology is based on the concept that the capacity of intersecting lanes of traffic is 1,500 vehicles per hour.

The SR-94 segments were analyzed by determining the average speed and LOS during the peak hours using the methodology outlined in Chapter 12 of the 2000 HCM. This analysis was used in conjunction with the roadway segment analysis described above to analyze the two-lane sections of SR-94 in the project area.

These methods were applied to roadway segments, signalized intersections, and stop-controlled intersections to determine both direct and cumulative impacts.

Direct Impacts

Roadway Segments

Table 2.1-4 shows a summary of the roadway segment operations within the project vicinity with the addition of project traffic. As shown on Table 2.1-4, SR-94 is calculated to continue to operate at LOS F for all roadway segments from Jamacha Road to Melody Road with the addition of project traffic. The project would add 600 ADT to the Jamacha Road to Steele Canyon Road segment, 670 ADT to the Steele Canyon to Lyons Valley Road segment, and 710 ADT to the Lyons Valley Road to Melody Road segment.

Therefore, the project would result in a significant direct impact on the following roadway segments, as the addition of project trips would exceed 100 ADT for a two-lane road operating at LOS F:

- **Impact 2.1.3-1:** SR-94 from Jamacha Road to Steele Canyon Road
- **Impact 2.1.3-2:** SR-94 from Steele Canyon Road to Lyons Valley Road
- **Impact 2.1.3-3:** SR-94 from Lyons Valley Road to Melody Road

Two-Lane Highway Analysis

Table 2.1-5 summarizes the two-lane highway operations along SR-94 in the project area for the existing-plus-project condition. As seen in Table 2.1-5, with the addition of project

traffic, all segments of SR-94 except one are calculated to operate at LOS D or better during both the AM and PM peak hours. The segment of SR-94 between Jamacha Road and Steele Canyon Road is calculated to continue to operate at LOS E during the AM and PM peak hours with the addition of project traffic. The project increases the volume-to-capacity (V/C) ratio by a maximum of 0.03 along Jamacha Road to Steele Canyon Road in the AM peak and 0.03 along Steele Canyon Road to Lyons Valley Road in the PM peak. Similar to impacts identified for roadway segments identified above, the addition of project traffic along these segments would result in a significant impact.

Intersections

Table 2.1-2 shows that, with the addition of project traffic, the majority of the key intersections are calculated to continue to operate at LOS C or better during both the AM and PM peak hours. The left-turn movement from westbound Lyons Valley Road to southbound SR-94 at the intersection of SR-94/Lyons Valley Road is calculated to continue to operate at LOS F during both the AM and PM peak hours. As stated in Table 2.1-2, the project would add less than five peak hour trips to the critical movement. The addition of project trips would not exceed five peak-hour trips as identified in the significance criteria. Therefore, potential impacts to these intersections are considered less than significant.

ILV Analysis

Table 2.1-3 summarizes the ILV operations at the key intersections along SR-94 in the project area for the existing-plus-project condition. As seen in Table 2.1-2, with the addition of project traffic, the SR-94/Jefferson Road and the SR-94/Steele Canyon Road intersections are calculated to continue to operate under capacity. The SR-94/Jamacha Road intersection is calculated to continue to operate at near capacity in the AM peak hour and at under capacity in the PM peak hour. Therefore, potential impacts to these intersections are considered less than significant.

Roadway Segment Impacts Associated with the Deletion of SC 760

Roadway Segments

The SC 760 is an undeveloped County Circulation Element Roadway (classified as a Light Collector) that would connect Lyons Valley Road to Otay Lakes Road if built out. The applicant is proposing to delete the portion of SC 760 between Olive Vista Drive and SR-94 from the Circulation Element; it is not proposed to delete SC 760 between Lyons Valley Road and Olive Vista Drive. To test the impacts of this deletion, traffic model runs were completed for (1) the County *General Plan* (Adopted Policies and Draft General Plan 2020 Policies), and (2) the proposed Jamul Casino, for two different land use assumptions: one with the preferred alternative (generation of 9,660 ADT) and one with the worst-case alternative (generation of 37,000 ADT). To provide a comparison between a with- and without- SC 760 scenario, ADT generated by the project was assumed to be 750 ADT under both scenarios.

Eight-Year 2030 model forecasts were conducted using the SANDAG Series 10.0 model run to assess the deletion of SC 760. The Draft General Plan 2020 land uses are assumed in the

model for four of the runs and Existing Policies Land Uses were assumed for the other four. Table 2.1-7 shows the results of the eight model runs.

Figures 2.1-6 to 2.1-9 show the model run results. Table 2.1-7 shows the forecast operations. As shown, SC 760 is forecast to carry very small volumes (900 to 1,500 ADT). The table shows that the volumes on SR-94 increase only slightly with the deletion of SC 760 (0.5% to 2%) over the time period that the models spanned. Although Jefferson Road from Olive Vista Drive to SR-94 reaches LOS F over the time period covered by the analysis, Table 2.1-7 shows only a slight, gradual increase in traffic volumes on the roadway over time.

Although the construction of the SC 760 would carry only a small amount of traffic (1,500) and would shift only a small amount from SR-94, the future traffic volume forecast indicated that with the deletion of SC 760 from Olive Vista Drive to SR-94, traffic volumes on the SR-94 roadway segments would range from zero to 1,300 ADT higher, depending on the specific segment and land use scenario analyzed. Since the two-lane portion of SR-94 is forecasted to operate at LOS F, a significant plan-to-plan impact was calculated to occur with the proposed deletion of the identified segment of SC 760. The segment of SR-94 near the portion of SC 760 proposed to be deleted was assumed to be a two-lane roadway for analysis purposes and was analyzed in Table 2.1-7.

The following direct impacts under a plan-to-plan comparison scenario would occur with deletion of SC 760 segment from Olive Vista Drive to SR- 94:

- **Impact 2.1.3-4:** SR-94 from Jamacha Road to Steele Canyon Road
- **Impact 2.1.3-5:** SR-94 from Steele Canyon Road to Lyons Valley Road
- **Impact 2.1.3-6:** SR-94 from Lyons Valley Road to Melody Road

Intersections

No significant direct impacts to intersections were identified as resulting from the proposed project. Therefore, no mitigation is required.

Although not related to a significant traffic impact, the Traffic Impact Analysis recommended that the proposed project dedicate ROW on SR-94 along the project frontage to County/Caltrans standards. The project would need to obtain construction and encroachment permits for any work performed within County or Caltrans ROW. This improvement would not be constructed with the proposed project, because SR-94 would not be improved either north or south of the project at the same time, and an isolated, widened portion of the roadway may be potentially confusing to drivers. This is because this segment would be the only one along SR-94 between Tecate and Steele Canyon Road where a second northbound through lane would be provided, and the length along the project frontage would not be enough to provide adequate transition at 55 mph from one northbound lane to two lanes and then back to one lane again. In addition, northbound drivers may treat the second northbound lane as a defacto-passing lane, thereby creating a potentially unsafe situation. Finally, in the 2030 mobility plan, this section of SR-94 would remain a two-lane conventional highway. The widening would occur when adjacent portions of SR-94 are widened.

Project Access and Site Circulation

Gated Access

The main entrance to the project site will be gated along Peaceful Valley Ranch Road on-site, at a point located approximately 200 feet west of its intersection with Bombolea Drive, at a proposed bulbout (widened portion of Peaceful Valley Ranch Road). By gating Peaceful Valley Ranch Road at the bulbout, rather than at its entrance with Melody Road, secure, unrestricted access to and from the site will be provided for future fire service and other emergency vehicles. Consent from other affected parties has been granted and a letter addressing this issue will be provided to the County.

A significant impact would occur if the gated access to the project is not designed properly, as the project could increase hazards due to design features (e.g., sharp curves or dangerous intersections, or inadequate emergency access). However, the gated entrance will be in conformance with County Design standards No. DS-17, DS-18 or DS-19, and to the satisfaction of the County Director of Public Works and will therefore not present a hazardous design feature that would result in a significant impact.

Emergency Access

Emergency secondary access for the fire service facilities will be provided via a 24-foot wide, paved private roadway access to SR-94, adjacent to and south of the future fire station site. This access shall remain under the control of the RFPD and shall be utilized for emergency purposes only.

Sight Distance

RBF Consulting prepared a Sight Distance Study/Conceptual Striping Plan along SR-94 at Melody Road/Peaceful Valley Ranch Road, which is in Appendix H of Appendix B. The project proposes to grade along SR-94 to ensure a minimum stopping sight distance of 500 feet at 55 miles per hour (mph) and a minimum corner sight distance of 605 feet at 55 mph where Peaceful Valley Ranch Road (relocated) is proposed to intersect with SR-94. These improvements will allow for safe secondary egress from the subject site for the proposed fire service emergency vehicles and will not result in hazardous conditions due to design features (e.g., sharp curves or dangerous intersections, or inadequate emergency access). Impacts relating to sight distance are therefore considered to be less than significant.

On-site Circulation

The project proposes to provide a network of on-site roadways to access the residential units that will provide adequate access and circulation. On-site roadways will be built to County standards and will not result in hazardous conditions due to design features (e.g., sharp curves or dangerous intersections, or inadequate emergency access). Impacts are therefore considered to be less than significant.

Parking

Parking for all proposed uses, including parking for the residential uses, equestrian facilities, and future fire service equipment and fire service employee vehicles, will be provided on-site. No off-site parking is proposed. The project will not cause an increase in the demand for

parking in the surrounding area or create unsafe conditions resulting from parked vehicles along off-site roadways (i.e. parking of vehicles associated with the equestrian activities). The project will not result in inadequate parking capacity or create a hazard or barrier for pedestrians and bicyclists and therefore, impacts are considered to be less than significant.

2.1.4 Cumulative Impact Analysis

Cumulative Projects

Other projects are planned within the vicinity of the Peaceful Valley Ranch project that could potentially add traffic to roadways and intersections in the study area. Based on research conducted at the County Department of Planning and Land Use (DPLU) and previous traffic reports completed within the project vicinity, 14 cumulative development projects were identified for inclusion in the cumulative traffic analysis. In addition, to account for any future unforeseen projects, a 10% growth factor was added to the total cumulative project traffic volumes. The following is a list and brief description of projects considered in the cumulative traffic impact analysis; refer to Figure 2.1-10 and Table 1-4.

(1) TPM 20628 RPL1 (Yacoo Minor Subdivision) proposes to construct four single-family estate homes. The project site is proposed on Schlee Canyon Road north of Proctor Valley Road. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 48 ADT, with one inbound and three outbound trips during the AM peak hour and four inbound and one outbound trips during the PM peak hour.

(2) The Jamul Indian Village Casino Development Project is planned for construction at the southwest corner of Melody Road and SR-94. The preferred project proposes to develop a 205,194 square-foot gambling and entertainment facility with a 400-room hotel and a multistory parking structure (2,600 spaces). The proposed project is calculated to generate 9,660 daily trip ends (ADT). Traffic data for this project were obtained from a draft traffic study prepared by KOA in November 2002. A worst-case retail alternative, discussed and analyzed in the KOA traffic study, would generate 37,000 ADT. The proposed casino project was included in the near-term cumulative analysis, and both the proposed and worst-case project alternatives are included in the long-term (Year 2030) analysis.

(3) TPM 20599 RPL1 (Blanco Parcel Map) proposes to construct four single-family estate homes. The project site is proposed on the east side of SR-94, north of Melody Road. The project was manually calculated using SANDAG's trip rates (April 2002) for estate homes, to generate 48 ADT with one inbound and three outbound trips during the AM peak hour and four inbound and one outbound trips during the PM peak hour.

(4) TPM 20550 (Morgan Minor Subdivision) is proposed just to the north of the Proctor Valley Road/Poplar Meadow Lane intersection and would construct two single-family estate homes. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes to generate 24 ADT, with one inbound and one outbound trip during the AM peak hour and one inbound and one outbound trip during the PM peak hour.

(5) TPM 20868 (Steinbarth Minor Subdivision) is located just north of the proposed project and south of Olive Vista Drive. The project proposes to develop two single-family estate homes. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes to generate 24 ADT, with one inbound and one outbound trip during the AM peak hour and one inbound and one outbound trip during the PM peak hour.

(6) TM 5154 RPL1 (Hendrix Subdivision) is located east of Campo Road on Las Palmas Road. The project proposes to develop five single-family estate homes. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 60 ADT, with two inbound and three outbound trips during the AM peak hour and four inbound and two outbound trips during the PM peak hour.

(7) TM 5289 RPL2 (Jamul Highlands Subdivision) proposes to construct 25 single-family estate homes. The project site is proposed south of the Valley Road/Jamul Highlands Road intersection. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 300 ADT, with 7 inbound and 19 outbound trips during the AM peak hour and 21 inbound and 9 outbound trips during the PM peak hour.

(8) TPM 20594 (Pioneer Minor Subdivision) is located just west of the proposed project and north of Melody Road. The project proposes to develop three single-family estate homes. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 36 ADT, with one inbound and two outbound trips during the AM peak hour and three inbound and one outbound trips during the PM peak hour.

(9) Otay Ranch – Village 19 is located southwest of the proposed project and south of Melody Road. The project proposes to develop 20 single-family estate homes. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 240 ADT, with 6 inbound and 13 outbound trips during the AM peak hour and 17 inbound and 7 outbound trips during the PM peak hour.

(10) Jamul Estates II is located just northeast of the proposed project. The maximum number of allowable developable lots is 68 single-family estate homes, based on the current zoning. Therefore, the project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 816 ADT, with 20 inbound and 46 outbound trips during the AM peak hour and 57 inbound and 24 outbound trips during the PM peak hour.

(11) TM 5213 RPL2 (Mintz Subdivision) is located north of Skyline Truck Trail and east of Hidden Trail drive. The project proposes to develop approximately 25 acres of land into 10 single-family estate homes. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 120 ADT, with three inbound and seven outbound trips during the AM peak hour and eight inbound and four outbound trips during the PM peak hour.

(12) TPM 20626 proposes to construct three single-family estate homes. The project site is proposed on the west side of Proctor Valley Road, just north of the Proctor Valley Road/Melody Road intersection. The project was manually calculated, using SANDAG's trip rates (April 2002) for estate homes, to generate 36 ADT, with one

inbound and two outbound trips during the AM peak hour and three inbound and one outbound trips during the PM peak hour.

(13) A residential development is located just east of the proposed project and south of Olive Vista Drive. The project proposes to develop 20 single-family estate homes. The project is calculated to generate 240 ADT, with 6 inbound and 13 outbound trips during the AM peak hour and 17 inbound and 7 outbound trips during the PM peak hour.

(14) TM 5460RPL1 (Simpson Farms) The Simpson Farms project is generally located on the northeast corner of the SR 94 (Campo Road)/Jefferson Road intersection in the Jamul community of San Diego County. The project proposes to develop 98 single-family estate homes and 115,000 square feet (sf) of commercial uses. The project was calculated to generate approximately 6,500 ADT with approximately 124 inbound/130 outbound trips during the AM peak hour and 323 inbound/275 outbound trips during the PM peak hour.

Appendix B of Appendix B contains the individual trip assignments for each cumulative project. Figure 2.1-11 shows the total assignment of cumulative project traffic including the 10% growth factor. Figure 2.1-12 shows the existing plus project plus cumulative projects traffic volumes.

Cumulative Impacts

Roadway Segments

Table 2.1-4 shows a summary of the roadway segment operations within the project vicinity with the addition of cumulative project traffic. As shown on Table 2.1-4, SR-94 is calculated to continue to operate at LOS F for all segments from Jamacha Road to Melody Road.

Therefore, the project would contribute to a significant cumulative impact on the following roadway segments, as the addition of project trips would exceed 100 ADT for a two-lane road operating at LOS F:

- **Impact 2.1.3-7:** SR-94 from Jamacha Road to Steele Canyon Road
- **Impact 2.1.3-8:** SR-94 from Steele Canyon Road to Lyons Valley Road
- **Impact 2.1.3-9:** SR-94 from Lyons Valley Road to Melody Road

Two-Way Highway Analysis

Table 2.1-5 summarizes the two-lane highway operations along SR-94 in the project area for the existing-plus-project-plus-cumulative projects condition. With the addition of cumulative projects traffic, all segments of SR-94 except for two segments are calculated to operate at LOS D or better during both the AM and PM peak hours. The segment of SR-94 between Jamacha Road and Steele Canyon Road is calculated to continue to operate at LOS E during the AM and PM peak hours. Additionally, the segment between Steele Canyon Road and Lyons Valley Road is calculated to operate at LOS E during both the AM and PM peak hours.

Intersections

Table 2.1-2 shows that, with the addition of cumulative project traffic, the majority of the key intersections are calculated to operate at LOS D or better during both the AM and PM peak hours. The street movements at the following two intersections are calculated to operate at below LOS D conditions:

- **Impact 2.1.3-10** SR-94 / Lyons Valley Road (LOS F – AM/PM Peak Hours); and,
- **Impact 2.1.3-11** SR-94 / Melody Road (LOS E – AM Peak/LOS F PM Peak Hours)

As shown in Table 2.1-2, the proposed casino project was included in the near-term cumulative analysis. However, the table also shows that with the addition of cumulative project traffic, if the casino project is not constructed, the SR-94 / Lyons Valley Road and the SR-94 / Melody Road intersections would operate at LOS C. This indicates that, when considered without the casino, impacts resulting from the proposed project on these intersections would not be cumulatively considerable.

ILV Analysis

Table 2.1-3 summarizes the ILV operations at the key intersections along SR-94 in the project area for the existing-plus-project-plus-cumulative projects condition. As seen in Table 2.1-3, with the addition of cumulative projects traffic, the SR-94 / Jefferson Road intersection is calculated to continue to operate under capacity in the AM and PM peak hours; the SR-94 / Steele Canyon Road intersection, near capacity during the AM peak hours and over capacity in the PM peak hours; and the SR-94/Jamacha Road intersection, near capacity in both the AM and PM peak hours. As a result, a significant impact would occur at the following intersection only under ILV analysis, but would be cumulatively considerable:

- **Impact 2.1.3-12** SR-94 / Steele Canyon Road – (Cumulative impact determined only based on ILV analysis).

Assessment of Access Issues Associated with the Deletion of a Portion of SC 760 from Olive Vista Drive to SR-94

The Peaceful Valley Ranch GPA proposes the deletion of a segment of a circulation element road from the Circulation Element of the *General Plan*; refer to Figure 2.1-13. The road has not been constructed and its proposed future alignment is designated within the Circulation Element as SC 760. The segment of SC 760 proposed for deletion extends from Olive Vista Drive in the north to SR-94 in the south. Potential impacts associated with the redistribution of future traffic volumes within the regional roadway network were assessed in the GPA Report prepared for the proposed project; refer to Appendix F. Potential impacts relating to the elimination of access opportunities to properties along the SC 760 adopted corridor alignment were also assessed.

To assess the potential property access issues along the SC 760 corridor, individual property ownerships were identified and, together with both previously approved and currently proposed subdivisions, were mapped on a regional map of the corridor; refer to Figure 2.1-13. A review of that mapping reveals that the properties along that segment of the SC 760 corridor from Olive Vista Drive to SR-94 can be viewed as grouped in six general ownership categories (areas from north to south), as follows:

- Area 1 – From Olive Vista Drive south approximately ¼ section to the current cul-de-sac end of Miramontes Road;
- Area 2 – From the current cul-de-sac end of Miramontes Road approximately 850 feet to the northern boundary of PM 6352;
- Area 3 – From the northern boundary of PM 6352 approximately 2,000 feet to the southern boundary of PM 6352 at the northeast corner of the Peaceful Valley Ranch property;
- Area 4 – From the southern boundary of PM 6352 approximately 1,300 feet immediately west of and adjacent to the northern portion of the PVR property to an inside corner of PVR property;
- Area 5 – From the inside corner of the PVR property to the southern boundary of the PVR property; and,
- Area 6 – From the southern boundary of the PVR property to SR-94.

Area 1 (Multiple Ownerships): This is an area of previously subdivided parcels that now consists of eight parcels along the corridor alignment, generally ranging from approximately two acres to six acres each. These parcels currently take access from Miramontes Road, a private street. Virtually all of these parcels have now been improved with single-family detached homes and other site improvements. No ROW for SC 760 was dedicated with the recording of the subdivision map for this area, except for a small portion immediately south of and adjacent to Olive Vista Drive associated with PM 8664. Given the current property ownership structure, minimum existing parcel sizes, neighborhood character, level of property improvements, and current improved access, acquisition of the ROW is considered infeasible in the absence of condemnation. Additionally, none of these parcels relies on SC 760 for access, nor would they rely on SC 760 if further subdivided.

Area 2 (Kirchman Property): This 25-acre area consists of three parcels that take access from private roads connecting to Hillside Drive and do not rely on SC 760 for access. Additionally, the existing terrain of the property along its northern boundary adjacent at the SC 760 corridor alignment includes a deep, steep-sided ravine; a ravine crossing by the SC 760 would likely require a significant bridge structure. Given the existing terrain, existing General Plan designations, zoning, and recent subdivision, it is not anticipated that these parcels could be further subdivided, nor would the ROW for SC 760 be likely granted without County condemnation.

Area 3 (Beauchamp Property): This area consists of approximately 57 acres previously subdivided by PM 6352 into 4 lots plus a remainder lot. Each of these lots takes access from a private road from Hillside Drive. An IOD for the SC 760 ROW was granted by the landowner at the time of recordation of PM 6352; however, none of the lots rely on or utilize the SC 760 alignment for access. Given the existing terrain, existing General Plan designations, and zoning, it is not anticipated that these lots could be further subdivided.

Area 4 (Hendrix Property): This area consists of approximately 38 acres previously subdivided into four parcels by PM 8272. Each of these lots takes access from a private street connecting to Hillside Drive. No ROW for SC 760 was dedicated with the

recording of this parcel map. None of the existing parcels relies on SC 760 for access, and only one of the parcels (Parcel A) is adjacent to the SC 760 corridor. Given the topography of the area, current private road access, and wetland and riparian vegetation along and under the adopted SC 760 corridor alignment, it is unlikely that any further subdivision of Parcel A would rely on or utilize SC 760 for access.

Area 5 (Peaceful Valley Ranch): This area consists of the 181-acre PVR property. The PVR tentative subdivision map proposes that access to the individual lots be taken from Peaceful Valley Ranch Road, which is proposed to be realigned to intersect with SR-94 at Melody Road. PVR does not plan to take any access from SC 760, and is specifically requesting the deletion of the portion of SC 760 from Olive Vista Drive to SR-94.

Area 6 (CDFG Preserve): This area consists of a triangular parcel once part of the Daley Ranch and now in the ownership of the CDFG as part of the CDFG Daley Ranch preserve. The area is designated and dedicated as a biological preserve in the Multiple Species Conservation Program (MSCP) of San Diego County. No ROW for SC 760 was ever dedicated across this parcel. Development of SC 760 across the parcel would negatively impact biological resources of the parcel and, given the parcel's current ownership, use, and preserve designation, would violate the purpose and function of the preserve. Therefore, development of SC 760 across this Area 6 is considered infeasible.

Other Potential Large-Scale Projects: In addition to the properties along the SC 760 corridor segment identified above, there are two other large landholdings in the general vicinity that could potentially develop in the future with a significant number of residential units. These two properties are the Simpson Ranch (at the corners of SR-94, Jefferson Road, and Olive Vista Drive) and the Rancho Jamul Estates II property (immediately north of and adjacent to Rancho Jamul Estates). Access to the Simpson Ranch and any related subdivision would logically be from any of the three roads fronting the property. Traffic flows would gravitate to SR-94 with no anticipated volumes connecting to SC 760. Northern access to the Rancho Jamul Estates II is currently stubbed to the property at Jamul Highlands Road, and southern access is provided via access easement rights to Priscilla Drive through Rancho Jamul Estates. The property does not abut SC 760, nor is any access connection to SC 760 anticipated.

No properties along the adopted SC 760 corridor from Olive Vista Drive to SR-94 rely on SC 760 as a single access, or would be significantly negatively impacted by the deletion of this portion of SC 760 from the County General Plan Circulation Element. All of the properties along the corridor are already accessed by, or could be accessed by, existing local roads. The SC 760 ROW dedications and/or IODs are intermittent along the corridor. Dedications of the remaining segments of ROW are unlikely in the absence of condemnation actions by the County. In the case of the CDFG landholding, such dedications are infeasible because the development of SC 760, if constructed, would negatively impact the biological resources of the existing preserve, thereby violating the purpose of the preserve. Additionally, the development of SC 760, if constructed, could have a significant environmental effect on community character and impose noise on existing neighborhoods currently accessed by private streets or planned private street access. Finally, the development of SC 760, if constructed, would likely have a significant impact on biological resources as a result of the number and extent of required road crossings through wetland habitat and riparian vegetation.

Based on the analysis above, the proposal to delete a segment of SC 760 from the Circulation Element would not preclude access to any current or future properties along the identified corridor. Therefore, potential impacts associated with access to SC 760 along the corridor segment proposed for deletion are considered less than significant.

Assessment of Segment of SC 760 from Lyons Valley Road to Olive Vista Drive

The northernmost segment of SC 760 from Lyons Valley Road to Olive Vista Drive is not proposed for deletion from the County's General Plan Circulation Element. Dedication of an IOD of the ROW for this entire segment has already been granted by the property owners along the corridor with the recordation of PM 8637, PM 9916, and TM 3978. A dirt path currently exists along this segment of the corridor (currently used predominantly by school children), connecting the elementary school on Lyons Valley Road and the Oak Grove Middle School on Olive Vista Drive. Improvement of this segment of SC 760 would provide direct vehicular access to the Oak Grove Middle School from Lyons Valley Road, as well as a secondary ingress and egress to the school and residential uses along Olive Vista Drive. Because of these potential transportation and community benefits, deletion of this segment of SC 760 from the County General Plan Circulation Element is not proposed.

2.1.5 Growth-Inducing Impacts

As discussed in Section 1.7 of this EIR, the proposed project would not induce growth. The Peaceful Valley Ranch development would not remove obstacles to population growth or encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively. Therefore, no growth inducing impacts relating to traffic or circulation would occur as a result of the proposed project.

2.1.6 Mitigation Measures

The following mitigation measures are recommended to mitigate impacts:

Direct Impacts

Roadway Segments

It should be noted that, as shown in Table 2.1-2, SR-94 currently operates at LOS E or F from Jamacha Road to Melody Road. As such, any additional traffic added to these roadway segments would result in significant adverse impacts on the capacity of the roadway to accommodate additional traffic. The mitigation required to improve the impacted roadway segments to an acceptable LOS would require SR-94 to be improved to a four-lane highway from Jamacha Road to Melody Road, a distance of approximately 5.5 miles. The time and cost associated with a 5.5-mile highway road widening project within Caltrans' jurisdiction far exceeds the traffic impacts created by the proposed project, particularly because SR-94 is currently experiencing failing conditions. According to the traffic engineering report prepared for the County's TIF Program, improvements to a State Route highway cost approximately $8 million per lane mile. For these reasons, mitigation requirements to improve SR-94 are not feasible.

To partially mitigate for the project's impacts on SR-94, the following mitigation is proposed. Refer to Section 2.1.7, Conclusions, for additional discussion.

2.1.3-1, 2.1.3-2 and 2.1.3-3: To partially mitigate for the project's impacts on SR-94, and prior to recordation of the Final Map, the applicant shall:

- Make a fair-share contribution towards improvements at the SR-94/Jefferson Road intersection, as requested by Caltrans.

The direct impacts to SR-94 cannot be fully mitigated without the widening of SR-94 between Jamacha Road and Melody Road from two lanes to four lanes. To partially mitigate for the project's impacts to SR-94, and prior to the issuance of any building permit or commencement of building construction in use in reliance of the Tentative Map, the applicant shall make a fair share contribution towards improvements at the SR-94/Jefferson Road intersection, as requested by Caltrans. However, project impacts on SR-94 would remain significant and not completely mitigated.

The contribution towards improvements at the intersection of Jefferson Road/SR-94 is considered feasible mitigation because the improvements have already been approved by the County of San Diego. The County of San Diego has conditioned another development project in the area to complete improvements to the north leg of the Jefferson Road/SR-94 intersection by creating a dedicated right turn lane from southbound Jefferson Road to westbound SR-94. This is the only improvement project identified by Caltrans as potential mitigation to reduce significant impacts on SR-94. The County has approved the improvements, but the required funding for the project does not cover the engineering and construction costs. To partially mitigate for impacts on SR-94, the Peaceful Valley Ranch project would contribute a fair share cost to the improvement of this intersection, as stated above.

The project shall widen the existing roadway shoulder by constructing an 8-foot wide paved shoulder, in combination with a 15-foot wide (minimum) graded shoulder, along the project's frontage onto SR-94. These improvements would improve site distance along this segment of roadway.

Roadway Segment Impacts Associated with the Deletion of SC 760

To partially mitigate for direct impacts under a plan-to-plan comparison scenario with deletion of SC 760 segment from Olive Vista Drive to SR- 94, the following mitigation is required:

2.1.3-4, 2.1.3-5 and 2.1.3-6: Mitigation for these impacts is the same as for impacts 2.1.3-1, 2.1.3-2 and 2.1.3-3.

Intersections

No significant direct impacts to intersections were identified as resulting from the proposed project. Therefore, no mitigation is required.

Cumulative Impacts

On April 20, 2005, the County Board of Supervisors adopted a Transportation Impact Fee (TIF) ordinance under the authority of the California Mitigation Fee Act (Gov. Code §66000 et seq.). It provides a mechanism for the proposed project to mitigate its anticipated cumulative transportation and circulation impacts by payment of the impact fee designated in

the ordinance. Under the provisions of *CEQA Guidelines* §15130(a)(3), payment of the fee "to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact" allows an EIR to "determine that [the] project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant." Mitigation for the proposed project would include participation in the County TIF Program to reduce the project's contribution to cumulative impacts. Ultimately, future improvements would create additional traffic capacity that may be used by other developments that add traffic to the SR-94/Melody Road or SR-94/Lyons Valley Road intersections. Additional discussion of how participation in the County's TIF Program would reduce cumulative impacts is included in Section 2.1.7.

Roadway Segments

To partially mitigate for the project's contribution to cumulative impacts on SR-94, the following mitigation measures are required:

2.1.3-7, 2.1.3-8 and 2.1.3-9: Prior to recordation of the Final Map, the applicant shall:

- Contribute to the County Transportation Impact Fee Program for the project's impacts on SR-94. The amount shall be consistent with the County Code, amended and adopted by the Board of Supervisors.

Intersections

2.1.3-10: Prior to recordation of the Final Map, the applicant shall:

- Contribute to the County Transportation Impact Fee Program for the project's impacts at the SR-94/Lyons Valley Road intersection. The amount shall be consistent with the County Code, as amended and adopted by the Board of Supervisors.

2.1.3-11: Prior to recordation of the Final Map, the applicant shall:

- Contribute to the County Transportation Impact Fee Program towards the future signalization of the SR-94/Melody Road intersection for project impacts on the intersection.
- Construct a dedicated southbound left-turn lane on SR-94 and two westbound approach lanes on Peaceful Valley Ranch Road to accommodate project traffic at the intersection (consistent with the conceptual striping plan for the SR-94/Melody Road intersection contained in Appendix G of the Traffic Impact Analysis).
- Traffic signal warrants are not met for the existing plus project scenario, but are met for the existing plus project plus cumulative projects scenario. A traffic signal should be installed once the County of San Diego and Caltrans determine that warrants are met.

2.1.3-12: Prior to recordation of the Final Map, the applicant shall:

- Contribute to the County Transportation Impact Fee Program for the project's impact at the SR-94/Steele Canyon Road intersection. The amount shall be consistent with the County Code, as amended and adopted by the Board of Supervisors.

2.1.7 Conclusions

Implementation of mitigation measures 2.1.3-1 through 2.1.3-6 would reduce significant direct impacts associated with Impacts 2.1.3-1 through 2.1.3-6. Mitigation proposed would improve the flow of traffic on SR-94; however, proposed mitigation would not completely mitigate project impacts on SR-94.

As shown in Table 2.1-2, SR-94 currently operates at LOS E or F from Jamacha Road to Melody Road. As such, any additional traffic added to these roadway segments would result in significant adverse impacts on the capacity of the roadway to accommodate additional traffic. The mitigation required to improve the impacted roadway segments to an acceptable LOS would require SR-94 to be improved to a four-lane highway from Jamacha Road to Melody Road, a distance of approximately 5.5 miles. The time and cost associated with a 5.5-mile highway road widening project within Caltrans' jurisdiction far exceeds the traffic impacts created by the proposed project, particularly because SR-94 is currently experiencing failing conditions. According to the traffic engineering report prepared for the County's TIF Program, improvements to a State Route highway cost approximately $8 million per lane mile. For these reasons, mitigation requirements to improve SR-94 are not feasible.

The applicant and the County of San Diego considered alternative options to mitigate potential traffic impacts on SR-94. The applicant considered intersection improvements to SR-94 and Vista Sage Lane to include a left-turn lane from SR-94 to Vista Sage Lane. This improvement was considered to provide cars making left turns a place to stop outside the main travel lane of the highway. This would allow through traffic to travel without having to stop to make left turns. However, in consultation with Caltrans it was determined that this improvement was not appropriate as it was not consistent with more programmatic plans for the widening an improvement of SR-94 currently being considered by Caltrans.

Additionally, the County of San Diego considered having the project provide a fair-share contribution to roadway improvements currently being considered in the Caltrans SR-94 Operational Improvement Study (OIS). The OIS is evaluating operational improvements along an 18-mile stretch of SR-94 from Melody Road south and east to SR-188 near the Tecate border crossing. Caltrans is currently scheduled to complete the OIS in late 2009 or early 2010. The proposed project does not have any significant direct or cumulative impacts to segments of SR-94 south or east of Melody Road. Therefore, there would be no nexus to any contributions to the OIS for any potential traffic impacts created by the proposed project. As such, contributing to the OIS as a mitigation measure would not be appropriate.

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portions of San Diego County. This program includes the adoption of a Transportation Impact Fee program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (Year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such

as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan will use funds from TransNet, and state and federal funding to improve freeways to projected level of service objectives in the RTP.

Implementation of mitigation measures 2.1.3-7 to 2.1.3-9 would reduce potential impacts associated with Impacts 2.1.3-7 to 2.1.3-9, which are the project's contribution to significant cumulative impacts on the segments of SR-94 from Jamacha Road to Steele Canyon Road; SR-94 from Steele Canyon Road to Lyons Valley Road; and SR-94 from Lyons Valley Road to Melody Road. The applicant shall be required to contribute to the County's TIF Program for future improvements to SR-94 to improve traffic flow and allow for the future widening of the roadway. With the proposed mitigation, the project's contribution to cumulative impacts on SR-94 would be less than cumulatively considerable.

Implementation of mitigation measure 2.1.3-10 would reduce potential impacts associated with Impact 2.1.3-10, which is the project's contribution to significant cumulative impacts to the intersection of SR-94 and Lyons Valley Road. The applicant will be required to contribute to the County's TIF Program for future improvements to this intersection to improve traffic flow. With the proposed mitigation, the project's contribution to cumulative impacts at this intersection would be less than cumulatively considerable.

Implementation of mitigation measure 2.1.3-11 would reduce potential impacts associated with Impact 2.1.3-11, which is the project's contribution to significant cumulative impacts at the intersection of SR-94/Melody Road. To mitigate for this impact, the applicant would be required to contribute towards the future signalization of the SR-94/Melody Road intersection. The applicant would also be responsible for construction of a dedicated southbound left-turn lane on SR-94 and two westbound approach lanes on Peaceful Valley Ranch Road to reduce traffic congestion at this intersection. With this mitigation measure, the project's contribution to cumulative impacts at this intersection would be less than cumulatively considerable.

Implementation of mitigation measure 2.1.3-12 would reduce potential impacts associated with Impact 2.1.3-12, which is the project's contribution to significant cumulative impacts to the intersection of SR-94/Steele Canyon Road. The applicant will be required to contribute to the County's TIF Program for future improvements to this intersection to improve traffic flow. With the proposed mitigation, the project's contribution to cumulative impacts at this intersection would be less than cumulatively considerable.

Table 2.1-1
Existing Average Daily Traffic

Roadway Segment	Year	Average Daily Traffic (ADT)[1]
SR-94		
Jamacha Road to Steele Canyon Road	2002	20,600
Steele Canyon Road to Lyons Valley Road	2002	18,000
Lyons Valley Road to Melody Road	2002	11,900

Source: Caltrans State Highway Traffic Volumes website, 2002.

Table 2.1-2
Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ[d]	Existing + Project + Cumulative Projects		Impact Type
			Delay[a]	LOS[b]	Delay[a]	LOS[b]		Delay[a]	LOS[b]	
SR-94 / Jamacha Road	Signal	AM	25.1	C	25.8	C	-	27.3	C	None
		PM	26.6	C	27.3	C	-	52.8	D	
SR-94 / Steele Canyon Road	Signal	AM	14.7	B	14.9	B	-	18.0	B	None
		PM	14.1	B	14.3	B	-	45.1	D	
SR-94 / Lyons Valley Road	TWSC[c]	AM	> 50.1	F	> 50.1	F[e]	0	**>50.1**	**F**	Cumulative
		PM	> 50.1	F	> 50.1	F[e]	0	**>50.1**	**F**	
SR-94 / Jefferson Road	Signal	AM	21.0	C	23.6	C	2	52.7	D	None
		PM	15.1	B	15.5	B	3	46.8	D	
SR-94 / Melody Road	TWSC[c]	AM	13.9	B	18.9	C	2	43.0	E	Cumulative
								20.2	*C[f]*	
								12.6	B[g]	
		PM	14.2	B	18.7	C	2	**> 50.1**	**F**	
								24.1	*C[f]*	
								14.6	B[g]	

a. Delay = Average delay (seconds per vehicle).
b. LOS = Level of service.
c. TWSC = two-way stop-controlled intersection. Average delay in seconds per vehicle and represents the worse case minor street movement.
d. Project traffic added to critical movement for unsignalized intersections operating at LOS E or F only.
e. Project adds less than 5 peak-hour trips to the critical movement; therefore, the impact is considered cumulative rather than direct project-related.
f. LOS without Jamul Casino cumulative traffic added.
g. LOS with traffic signal mitigation.

Shading and bold typeface represents a significant impact.

Delay/LOS Thresholds

Signalized		Unsignalized	
Delay/LOS Thresholds		Delay/LOS Thresholds	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

Table 2.1-3
Signalized Intersection Operations
(ILV Methodology)

Intersection	Peak Hour	Existing		Existing + Project		Existing + Project + Cumulative Projects	
		ILV[1]	Capacity Status	ILV[1]	Capacity Status	ILV[1]	Capacity Status
SR-94 / Jamacha Rd.	AM	1,328	Near	1,339	Near	1,470	Near Capacity
	PM	1,107	Under	1,114	Under	1,235 1,464	Near Capacity
SR-94 / Steele Canyon Rd.	AM	1,024	Under	1,066	Under	1,368	Near Capacity
	PM	860	Under	910	Under	1,520	Over Capacity
SR-94 / Jefferson Rd.	AM	887	Under	931	Under	1,170	Under Capacity
	PM	673	Under	726	Under	1,240	Under Capacity

ILV – intersection lane volume.
Status:
≤ 1,200 ILV/Hr = Under Capacity
>1,200 but ≤ 1,500 ILV/Hr = Near Capacity
> 1,500 ILV/HR = Over Capacity

Table 2.1-4
Roadway Segment Operations

Street Segment	Existing Capacity (LOS E)[a]	Existing		Existing + Project		Δ[e]	Existing + Project + Cumulative Projects		Impact Type
		ADT[b]	LOS[d]	ADT	LOS		ADT	LOS	
SR 94									
Jamacha Rd. to Steele Canyon Rd.	16,200	20,600	F	**21,200**	**F**	**600**	35,525	F	Direct
Steele Canyon Rd. to Lyons Valley Rd.	16,200	18,000	F	**18,670**	**F**	**670**	34,282	F	Direct
Lyons Valley Rd. to Melody Rd.	16,200	11,900	E	**12,610**	**F**	**710**	21,150	F	Direct

Notes: Shading and bold typeface represents a significant impact.
a. Capacity based on the San Diego County Street Classification Table.
b. ADT – Average Daily Traffic.
c. V/C – Volume/Capacity ratio.
d. LOS – Level of Service.
e. Δ denotes traffic volume increase due to project.

Table 2.1-5
SR-94 Two-Lane Highway Analysis—Near-Term (with Existing Network)

Street Segment	Peak Hour	Existing	Existing + Project	Δ Project ADT Increase	Significant?	Existing + Project + Cumulative Projects
		LOS	LOS			LOS
SR-94						
Jamacha Rd. to Steele Canyon Rd.	AM	E	**E**	**600**	**Yes**	E
	PM	E	**E**	**600**	**Yes**	E
Steele Canyon Rd. to Lyons Valley Rd.	AM	D	**D**	**670**	**Yes**	E
	PM	D	**D**	**670**	**Yes**	E
Lyons Valley Rd. to Jefferson Rd.	AM	C	C	670	No	D
	PM	C	C	670	No	D
Jefferson Rd. to Melody Rd.	AM	C	C	710	No	D
	PM	C	C	710	No	D

Notes:
SHADING – Represents a significant impact

Table 2.1-6
Project Trip Generation Summary

Land Use	Daily Trip Ends		AM Peak-Hour Trips				PM Peak-Hour Trips			
	Rate[2]	ADT	% of ADT	In: Out Split	Volume In	Volume Out	% of ADT	In: Out Split	Volume In	Volume Out
Single-Family Homes (47)[1]	12.0 / DU[3]	564	8%	30:70	14	31	10%	70:30	39	17
Equestrian Facilities/ Private Horse Stables	-	50[4]	-	-	3	3	-	-	3	3
Fire Station[5]	-	133	-	-	26	12	-	-	14	26
Total	**-**	**750[6]**			**43**	**46**			**56**	**46**

NOTES:
1. Includes 46 proposed residential dwelling units and one existing dwelling unit.
2 Rate Source except as noted: SANDAG Trip Generation Brief Guide (April, 2002).
3. DU – Dwelling Unit.
4. Estimated traffic generation based on typical day-to-day activity. SANDAG rates were not available.
5. Traffic generation obtained from a stand-alone traffic study prepared by LLG for the Fire Station (January, 2005).
6. Rounded total ADT.

Table 2.1-7
Year 2030 Analysis
Future Traffic Volume Comparisons

Roadway Segment	# of Lanes	Year 2030 Capacity (LOS E)[3]	2020 General Plan Land Uses								Existing Adopted Policies Land Uses							
			Jamul Casino				Worst-Case Jamul Casino				Jamul Casino				Worst-Case Jamul Casino			
			Model Run #1[2] With SC 760		Model Run #2 Without SC 760		Model Run #3 With SC 760		Model Run #4 Without SC 760		Model Run #5 With SC 760		Model Run #6 Without SC 760		Model Run #7 With SC 760		Model Run #8 Without SC 760	
			ADT[3]	LOS[4]	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
SR 94																		
Steele Canyon Road to Lyons Valley Road	Existing 2-Lane	16,200[1]	33,500	F	33,500	F	38,800	F	38,800	F	38,200	F	38,300	F	39,100	F	39,200	F
	Widen to 4-Lanes	37,000[2]		E		E		F		F		F		F		F		F
Lyons Valley Road to Melody Road	Existing 2-Lane	16,200	21,000	F	21,200	F	31,800	F	32,200	F	28,800	F	29,600	F	34,000	F	35,100	F
	Widen to 4-Lanes	37,000		B		B		D		D		C		C		E		E
South of Melody Rd.	Existing 2-Lane	16,200	15,500	E	15,600	E	16,500	F	16,500	F	22,300	F	23,200	F	22,900	F	24,200	F
	Widen to 4-Lanes	37,000		B		B		B		B		B		B		B		B
Olive Vista Drive																		
West of SC 760	2-Lanes	16,200	800	A	2,300	B	800	B	2,000	B	4,200	C	4,100	C	4,500	C	4,000	B
SC 760																		
South of Olive Vista Dr.	2-Lanes	16,200	1,500	A	DNE[5]	DNE[5]	1,300	A	DNE[5]	DNE[5]	900	A	DNE[5]	DNE[5]	1,400	A	DNE[5]	DNE[5]
Jefferson Road																		
Olive Vista Dr. to SR 94	2-Lanes	16,200	6,900	C	7,100	D	9,000	D	9,400	D	16,300	F	16,600	F	16,400	F	17,300	F
Lyons Valley Road																		
Jefferson Rd. to SR 94	2-Lanes	16,200	8,600	D	8,600	D	7,800	D	7,800	D	9,700	D	9,700	D	9,600	D	9,500	D

Notes:
1. Capacity if SR-94 remains as a two-lane facility.
2. Capacity if SR-94 is widened to four-lanes.
3. Capacity based on the County of San Diego Roadway Classifications, Level of Service and ADT Table.
4. See text for Model descriptions.
5. ADT – Average Daily Traffic.
6. LOS – Level of Service.
7. DNE – Does not exist.

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Table 2.1-8
SR-94 Proposed Improvements

	Classification		
SR-94 Segment Limits	**County General Plan**	**Mobility 2030**	**Rural Highway 94 Corridor Study**
Jamacha Rd to Steele Canyon Rd	Prime Arterial (6 Lanes)	4-Lane Conventional Highway	4-Lane Conventional Highway
Steele Canyon Road to Lyons Valley Rd	Prime Arterial (6 Lanes)	2-Lane Roadway	2-Lane Roadway
Lyons Valley Road to Melody Road	Prime Arterial (6 Lanes)	2-Lane Roadway	2-Lane Roadway
South of Melody Road	Major Road (4 Lanes)	2-Lane Roadway	2-Lane Roadway

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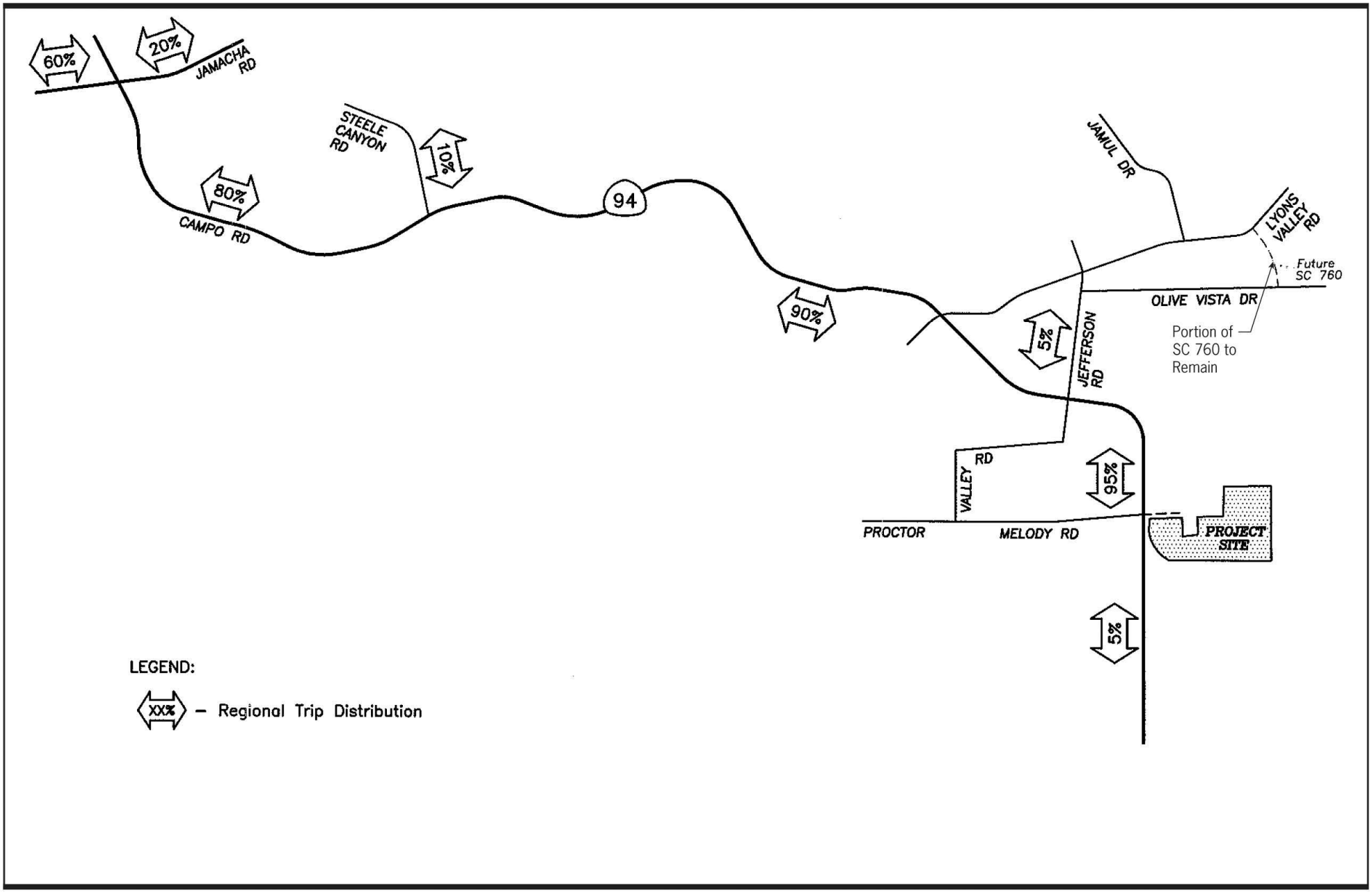

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25100831/831ex17 traffic.ai

Traffic Distribution without SC 760

Peaceful Valley Ranch EIR

Figure 2.1-1

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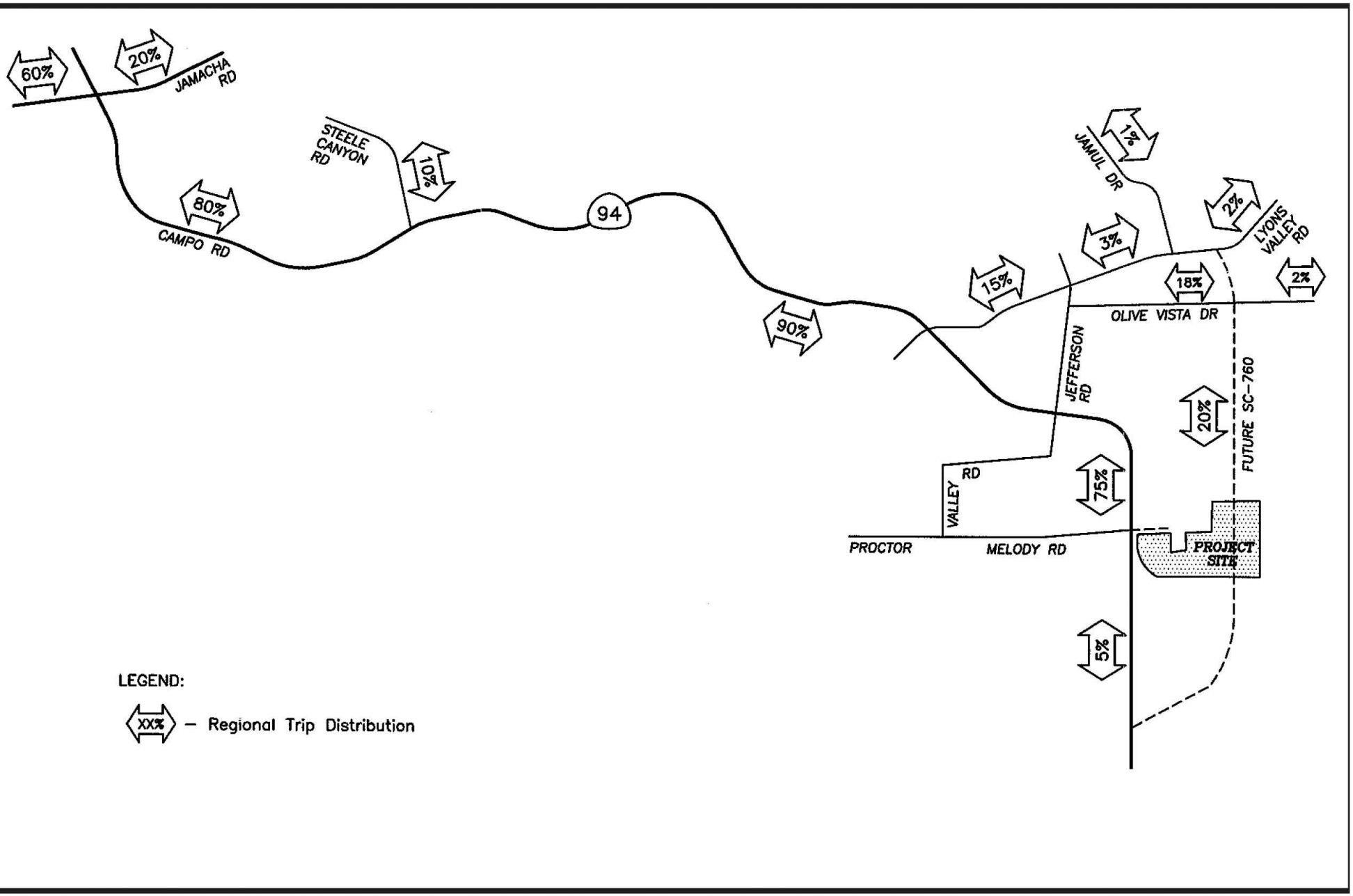

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Traffic Distribution with SC 760

Peaceful Valley Ranch EIR

Figure 2.1-2

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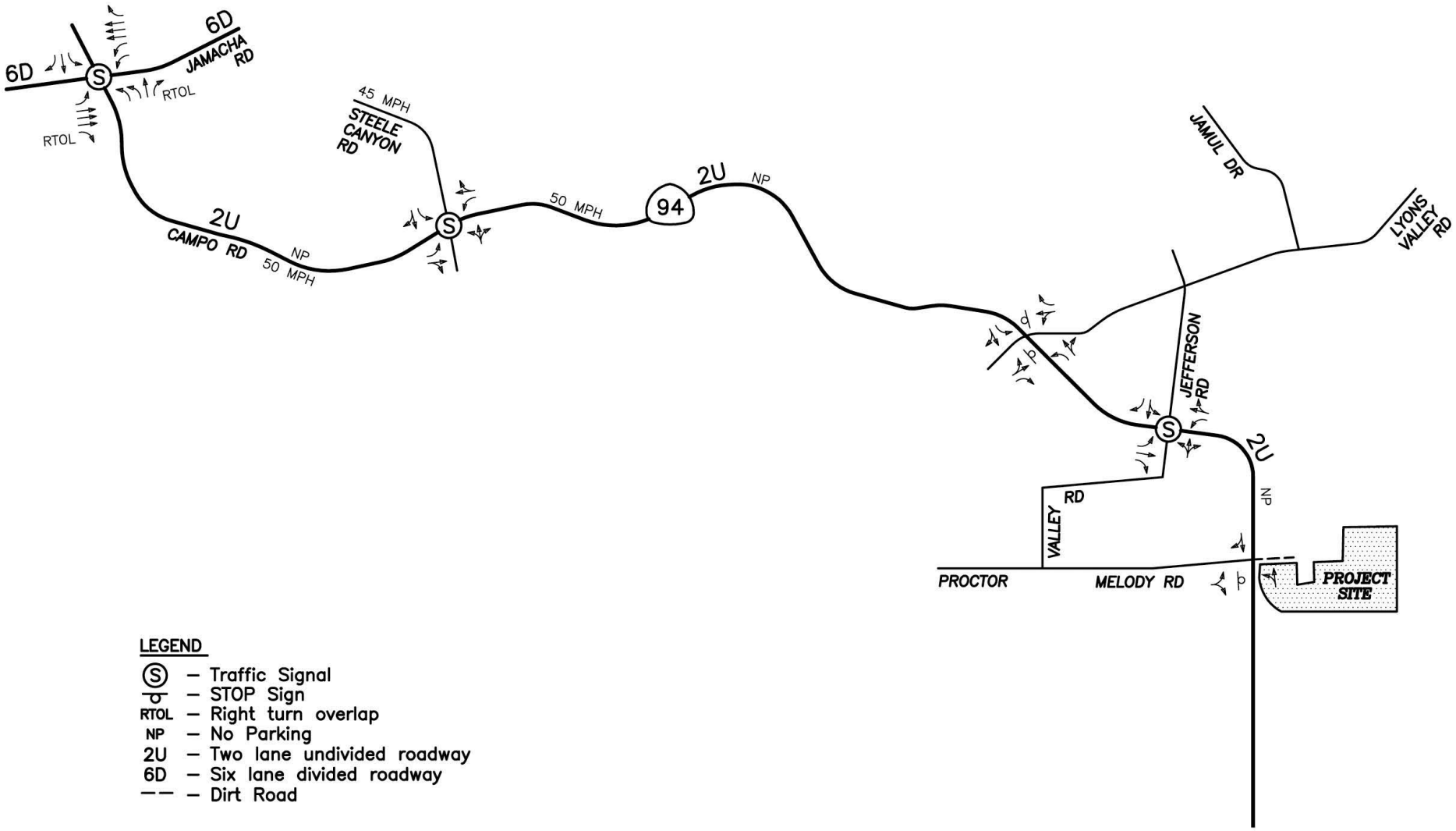

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Existing Conditions

Peaceful Valley Ranch EIR

Figure 2.1-3

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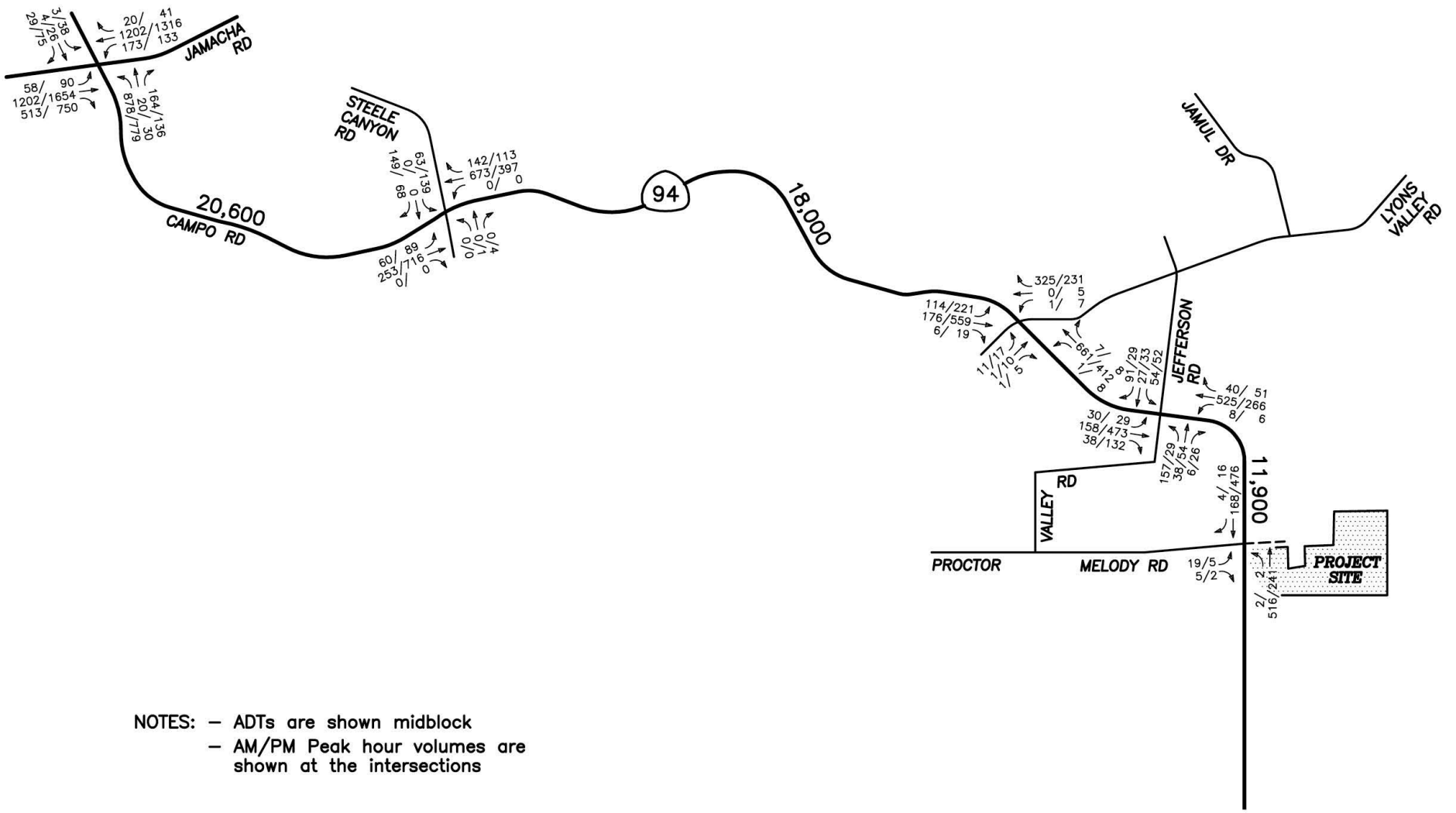

NOTES: – ADTs are shown midblock
– AM/PM Peak hour volumes are shown at the intersections

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Existing Traffic Volumes - AM/PM Peak Hours

Peaceful Valley Ranch EIR

Figure 2.1-4

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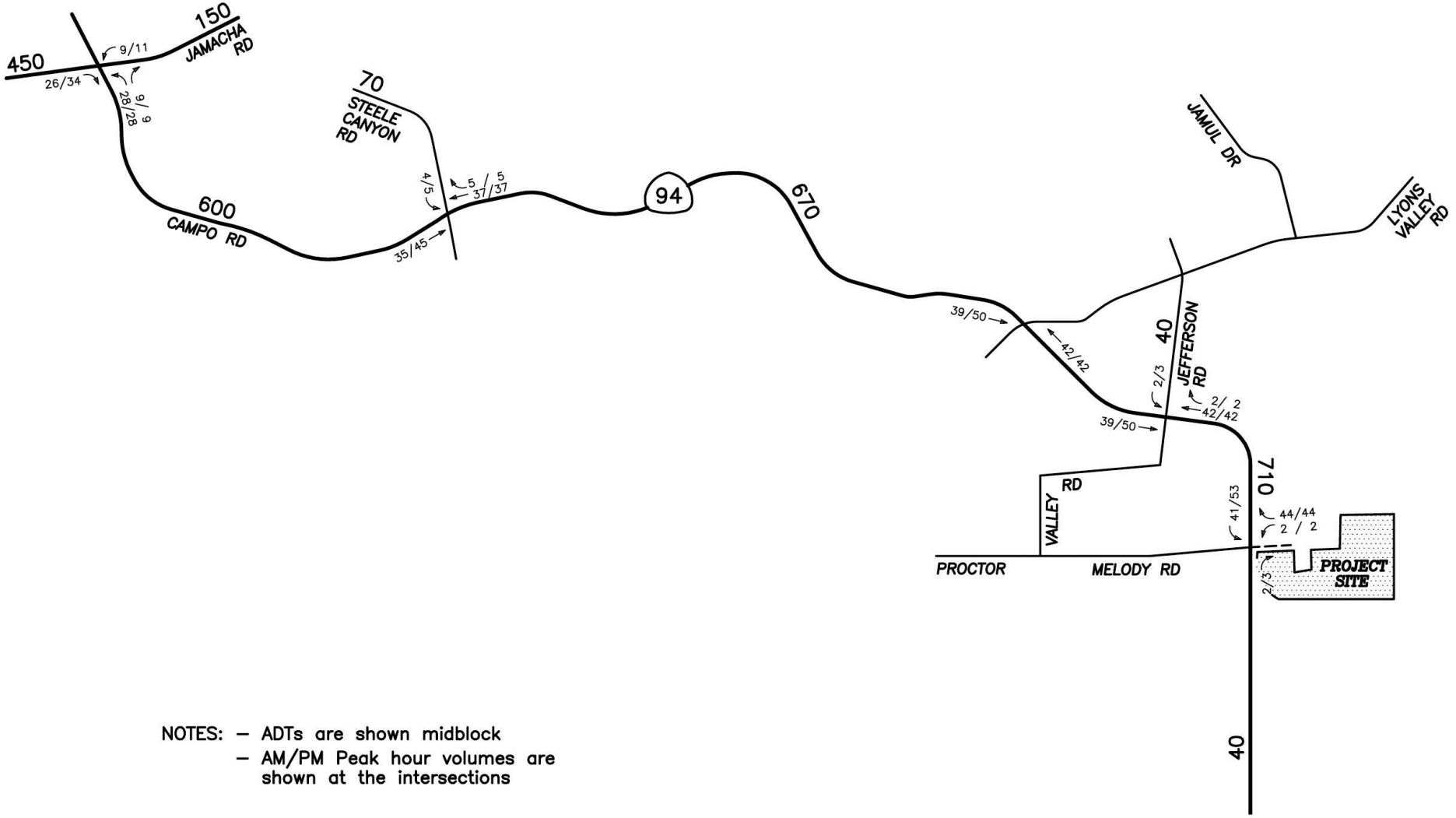

NOTES: – ADTs are shown midblock
– AM/PM Peak hour volumes are shown at the intersections

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Project Traffic Volumes - AM/PM Peak Hours

Peaceful Valley Ranch EIR

Figure 2.1-5

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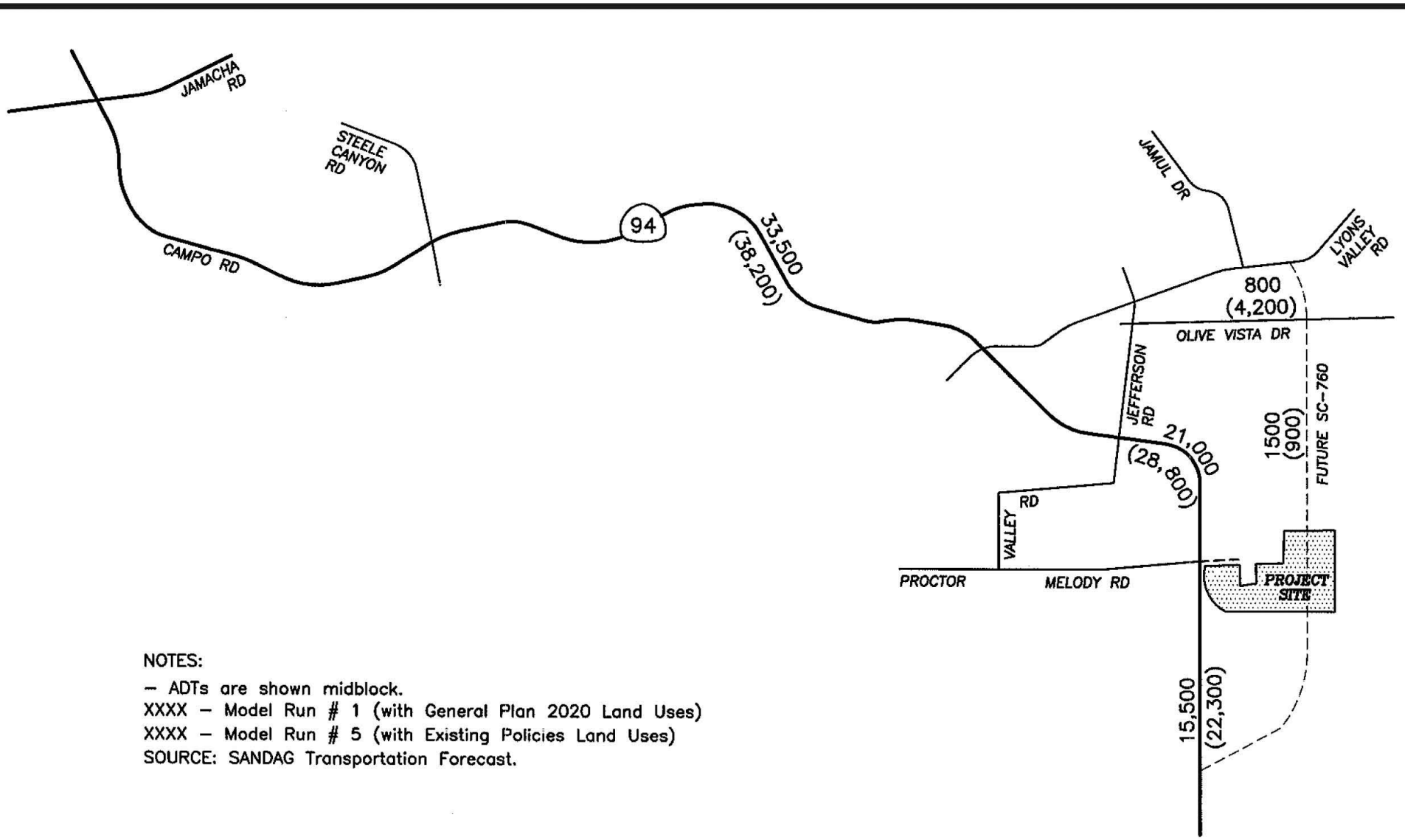

NOTES:

– ADTs are shown midblock.
XXXX – Model Run # 1 (with General Plan 2020 Land Uses)
XXXX – Model Run # 5 (with Existing Policies Land Uses)
SOURCE: SANDAG Transportation Forecast.

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Year 2030 with SC 760 Roadway

(with Proposed Jamul Indian Village Casino Development Project)

Peaceful Valley Ranch EIR

Figure 2.1-6

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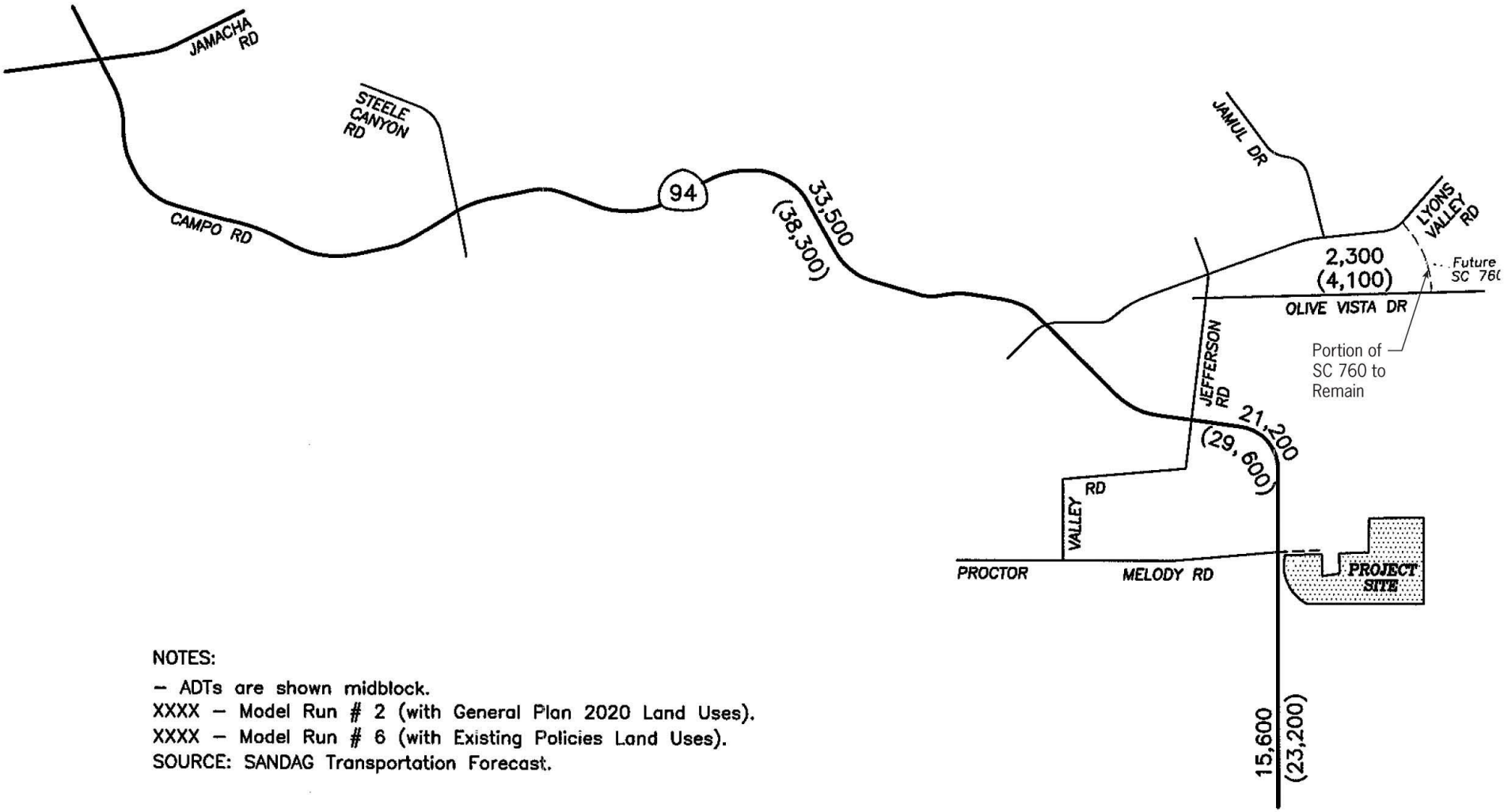

NOTES:

– ADTs are shown midblock.
XXXX – Model Run # 2 (with General Plan 2020 Land Uses).
XXXX – Model Run # 6 (with Existing Policies Land Uses).
SOURCE: SANDAG Transportation Forecast.

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Not to Scale

Year 2030 without SC 760 Roadway

(with Proposed Jamul Indian Village Casino Development Project)

Peaceful Valley Ranch EIR

Figure 2.1-7

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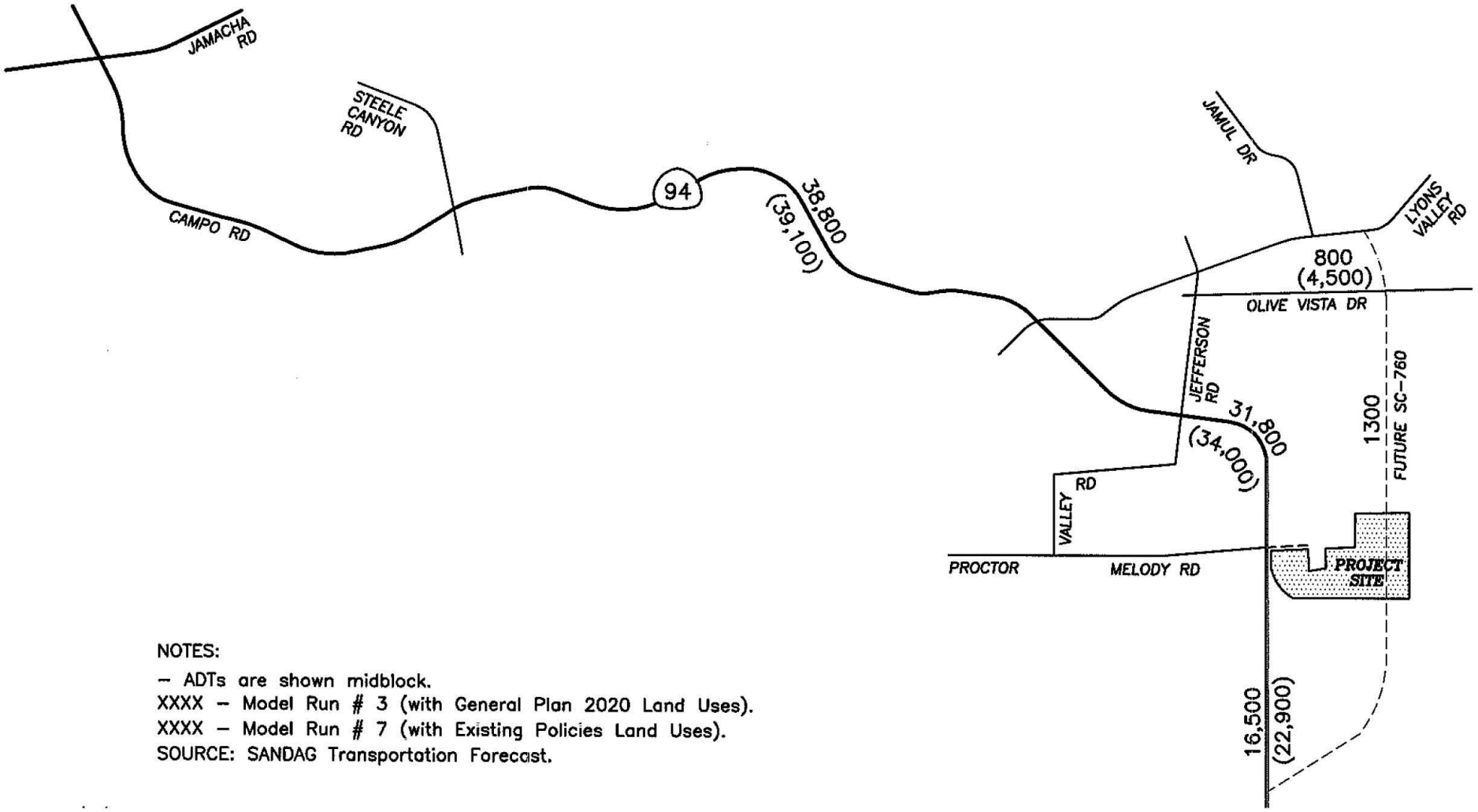

NOTES:

– ADTs are shown midblock.
XXXX – Model Run # 3 (with General Plan 2020 Land Uses).
XXXX – Model Run # 7 (with Existing Policies Land Uses).
SOURCE: SANDAG Transportation Forecast.

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Year 2030 with SC 760 Roadway

(with Worst Case Proposed Jamul Indian Village Casino Development Project)

Peaceful Valley Ranch EIR

Figure 2.1-8

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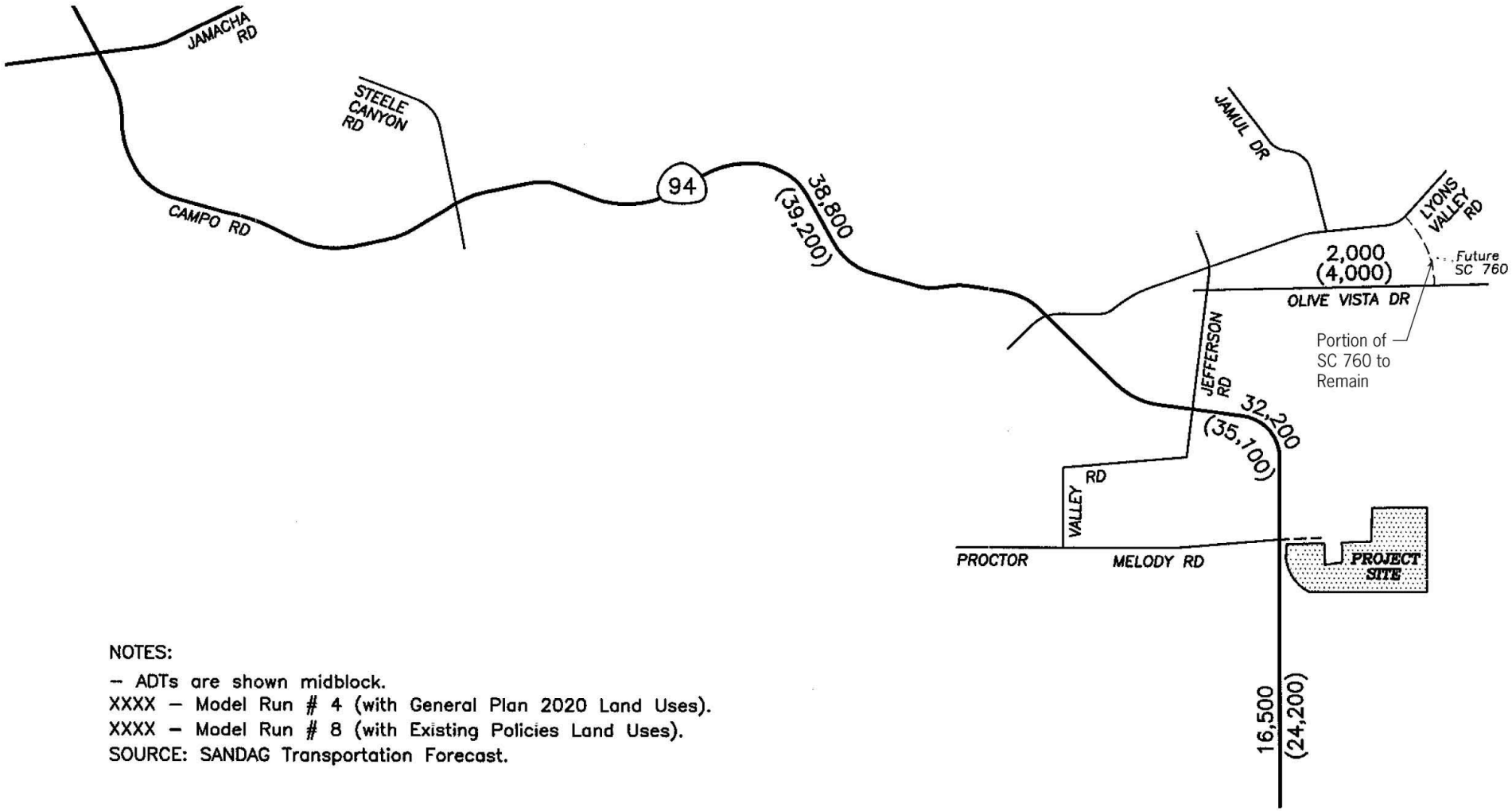

NOTES:

– ADTs are shown midblock.
XXXX – Model Run # 4 (with General Plan 2020 Land Uses).
XXXX – Model Run # 8 (with Existing Policies Land Uses).
SOURCE: SANDAG Transportation Forecast.

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Year 2030 without SC 760 Roadway

(with Worst Case Proposed Jamul Indian Village Casino Development Project)

Peaceful Valley Ranch EIR

Figure 2.1-9

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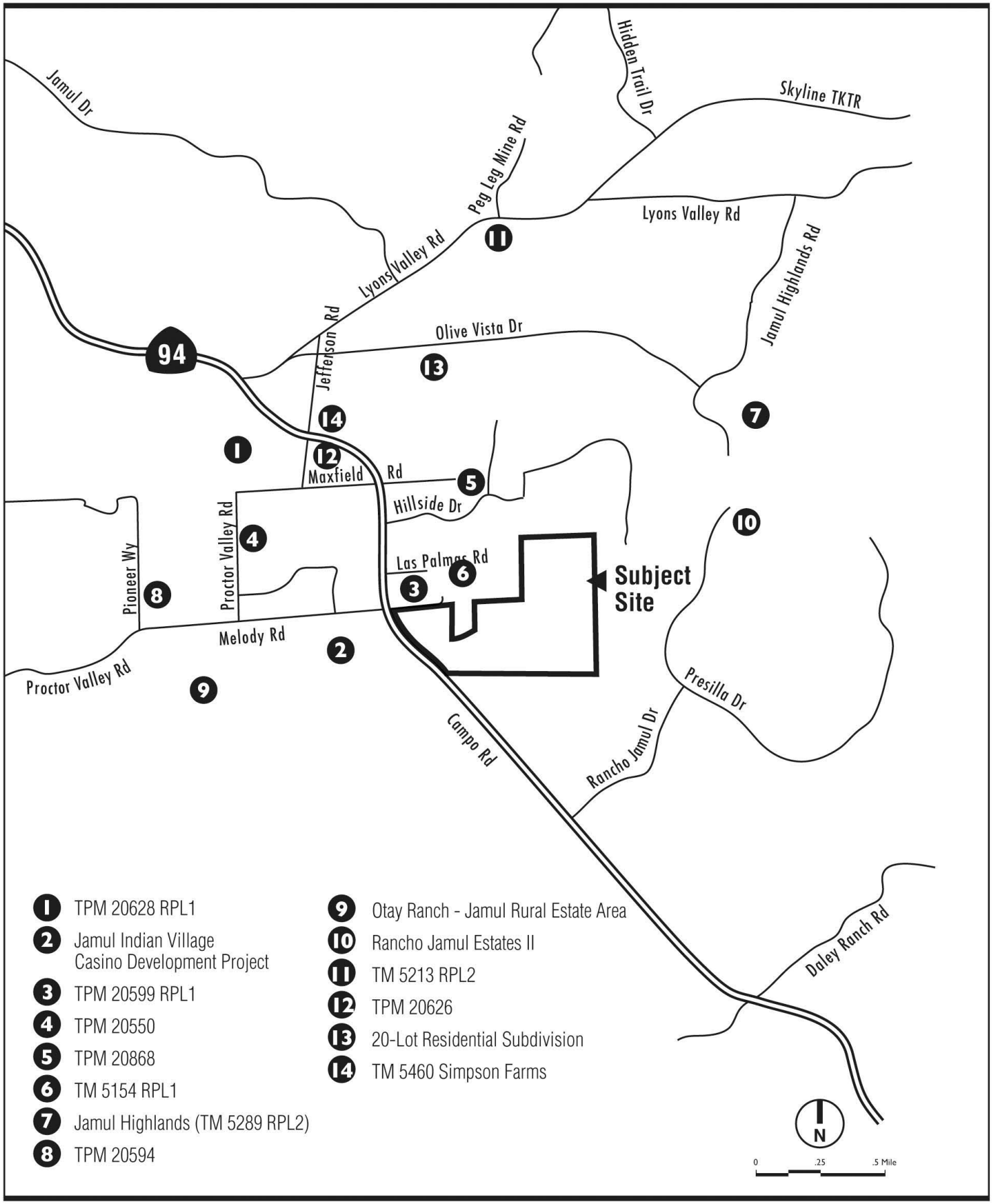

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Cumulative Projects: Traffic & Circulation

Peaceful Valley Ranch EIR

Figure 2.1-10

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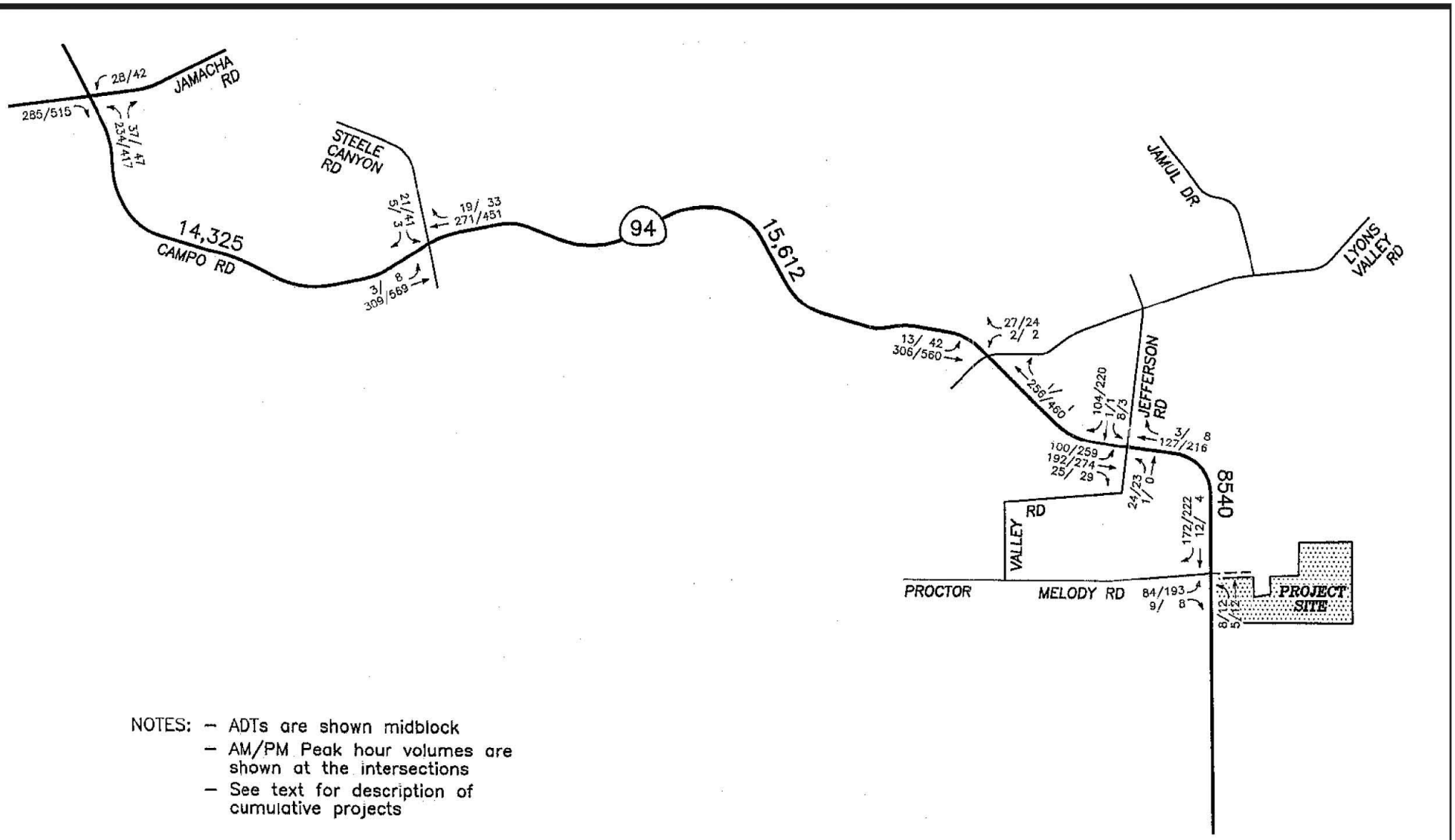

NOTES:
- ADTs are shown midblock
- AM/PM Peak hour volumes are shown at the intersections
- See text for description of cumulative projects

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Cumulative Projects Traffic Volumes - AM/PM Peak Hours and ADTs

Peaceful Valley Ranch EIR

Figure 2.1-11

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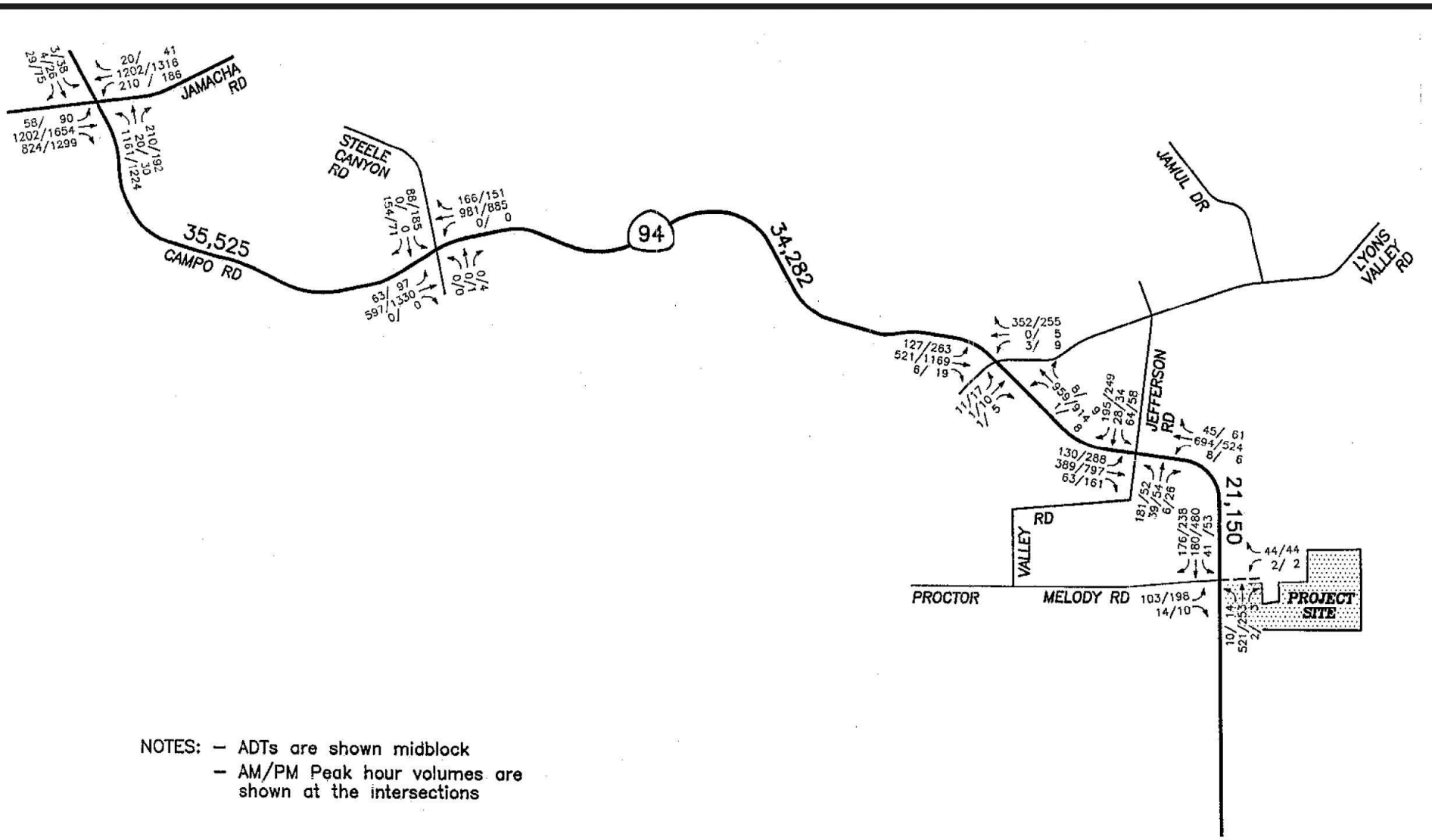

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Existing + Project + Cumulative Project Traffic Volumes - AM/PM Peak Hour ADTs

Peaceful Valley Ranch EIR

Figure 2.1-12

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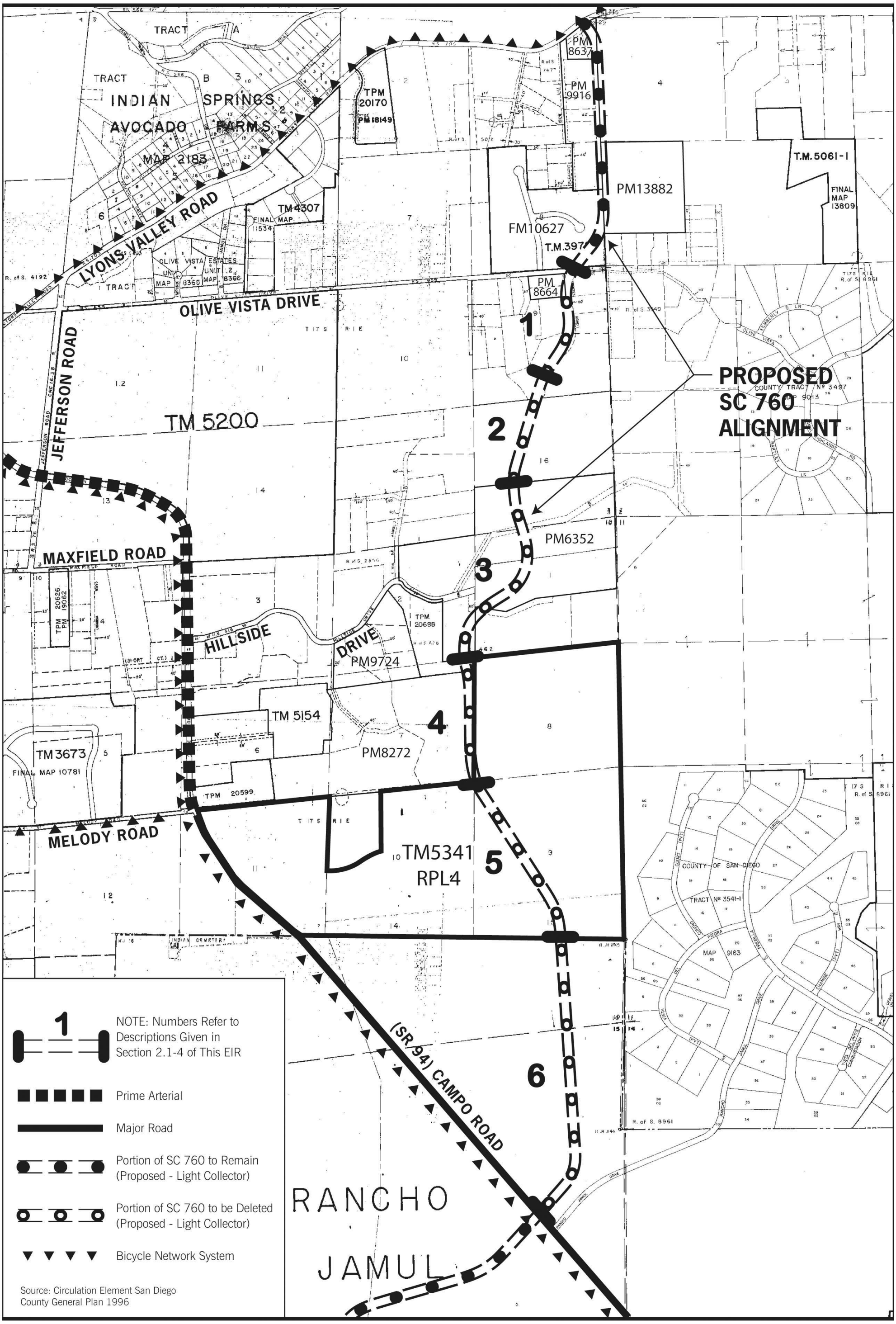

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Proposed Deletion of SC 760 Segment

Peaceful Valley Ranch EIR

Figure 2.1-13

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